296 Catalogs
28 183
DIV. 10
296/182.1
DIV. 10

SALES MANUAL

MAYER
TRUCK
EQUIPMENT

U. S. PATENT OFFICE
AUG 19 1930
DIVISION X

Recd Div. 10

Aug. 19, 1930

SALES MANUAL

MAYER TRUCK EQUIPMENT

Catalog No. 28

MAYER BODY CORPORATION
PITTSBURGH, PA.
Established 1868

Phone—Hiland 8530-31

COPYRIGHTED
1928
MAYER BODY CORPORATION
PITTSBURGH, PA.

DIV. 10

Introduction

ESTABLISHED in 1868 The Mayer Body Corporation has achieved and maintained supremacy in its field because, through the development of the **all-steel** as well as aluminum frame construction of truck body design, it has served the automobile truck world as has no other truck body manufacturer.

Thousands of Mayerbodies are now in use, and the demand is so great that only the recent erection of a new plant addition has made it possible to give prompt delivery. Month in and month out, Mayerbodies are doing their work practically without repair or maintenance expense.

The frame throughout on each model is of rolled steel or aluminum of rugged design and practically indestructible, thus ample strength is obtained to resist the heavy stresses imposed on the framework. Its great strength, rigidity and **light weight** make it an ideal truck body.

The purpose of this book is to combine a catalog with a clear explanation of the main selling points of a Mayerbody that will assist the dealer in increasing his body business profits.

It is the number of sales you make that counts for both of us. This Sales Manual has been prepared to assist you in making those sales.

INDEX

A

	SECTION AND PAGE NUMBER
Acetylene Tank Bodies	AA—29, 30, 31
All-Steel Body Frame, Mayer	AA—5
All-Steel Bodies	B—1, 2, 3, 4, 5
Ambulance Bodies	B—6
Armored Bank Bodies	B—8
Ash Bodies, Heil	B—4
Asphalt Bodies	B—4

B

Bakery Bodies, Mayer	AA—28, 36, 37
Bodies, Mayer Wooden Dump	AA—19
Bodies, Mayer Wooden Express	AA—18, 20, 21
Bodies, Mayer Wooden, General Information	AA—6, 7, 8
Bodies, Mayer Wooden, Removable side	AA—17, 29
Bodies, Mayer Wooden Stake	AA—29
Bodies, Brick, Heil	B—4
Bodies, Steel Dump, Heil	B—1, 2, 3, 4, 5
Bodies, Lumber, Mayer	AA—17, 18
Bodies, Tank, Heil	F—1, 2, 3, 4
Bottlers' Bodies	AA—29, 30, 31
Brick Bodies, Dump	B—4
Builders' Bodies	AA—17, 18, 19, 20, 21
Bus Bodies	B—8
Butter and Egg Bodies, Wholesale	AA—23, 24, 25, 26, 27, 28, 36, 37

C

Cabs, Rain or Shine	D—1 to 12 Incl.
Canopy Top Express Bodies	AA—23, 24, 25, 26
Canopy Top Rack Bodies	AA—25, 26
Canvas Tarpaulins	See Extras—Price List
Capstan Winches, Silent Hoist	G—2, 3
Casket Bodies	B—5
Caterers' Bodies	AA—28, 36, 37
Chains, Across Stakes	See Extras—Price List
Chain Spreading Device	See Extras—Price List
Chute (in body tailgate)	See Extras—Price List
Cleaners & Dyers' Bodies	AA—36, 37
Closed Cabs, Rain or Shine	D—1 to 12 Incl.
Coal Bodies	B—1, 2, 3
Coke Bodies	B—1, 2, 3
Combination Body, Heil 2 in 1	B—1, 2
Combination Body, Heil 3 in 1	B—1, 2
Combination Body, Heil 4 in 1	B—1, 2
Concrete Block Bodies	AA—17, 18, 19, 20

D

Dairy Bodies	AA—29, 30, 31
Delivery (Package) Bodies	AA 36, 37
Department Store Bodies	AA—36, 37
Derricks, Silent Hoist Pole	G—10, 11
Drum Winches, Silent Hoist	G—4, 5, 6
Dump Bodies, Mayer Wooden	AA—10
Dump Bodies, Mayer Wooden Extras	See Extras—Price List
Dump Bodies, Heil Steel	B—1, 2, 3, 4, 5

E

	SECTION AND PAGE NUMBER
Electric Truck Winches	G—7
Excavating Bodies	B—1, 2, 3, 4, 5
Express Bodies, Mayer Wooden	AA—18, 20, 21
Extension Steel Sideboards	See Extras—Price List
Extras, Mayer Bodies	See Extras—Price List

F

Floor Straps	See Extras—Price List
Florists' Bodies	AA—36, 37
Flour Bodies, Wholesale	AA—23, 24, 25, 26, 27
Ford, Heil Hoist for	C—1
Ford, Heil Bodies for	C—1
Foreword	AA—1
Foundry Bodies	AA—17, 18, 20
Friction Drum Winches, Silent Hoist	G—4
Fruit Bodies, Mayer	AA—23
Furniture Bodies, Mayer	AA—22

G

Garbage Body, Heil	B—4
Gasoline Bodies, Tanks	F—1, 2, 3, 4
General Hauling Bodies	AA—17, 18, 19, 20, 21
Gettelman Snow Plow	M—1, 2
Grocery Bodies, Retail, Mayer	AA—25, 26, 27, 28
Grocery Bodies, Wholesale	AA—25, 26, 27, 28

H

Hand Hoist, Heil	C—1
Hand Hoist, Mayer	BB—1, 2
Hardware Bodies, Mayer	AA—29, 30, 31
Heil Bodies, Steel	B—1, 2, 3, 4, 5
Heil Hoists, Hydraulic	A—1, 2, 3, 4
Heil Hoists, Hand	C—1
Heil Tanks, Fuel Oil	F—1
Heil Tanks, Gasoline	F—1, 2, 3, 4
Heil Tanks, Milk	N—1, 2, 3, 4
Hoists, Heil, Hand	C—1
Hoists, Heil, Hydraulic	A—1, 2, 3, 4
Hoists, H-2	A—3, 4
Hoover Bodies, Panel	B—1, 2, 3, 4, 5, 6, 7, 8
Horizontal Capstan Winches, Silent Hoist	G—3

I

Ice Bodies, Mayer	AA—17

J

Jaw Clutch Drum Winches, Silent Hoist	G—5
Junk Dealers Bodies, Mayer	AA—17, 18, 19, 20

INDEX

L

	SECTION AND PAGE NUMBER
Laundry Bodies, Mayer	AA—36, 37
Lettering	AA—12
Lumber Bodies	AA—17, 18, 19, 20

M

Marble Bodies	AA—29, 30, 31
Mayer All-Steel Body Frame	AA—5
Mayer All-Steel Frame Body Specifications	AA—5, 8
Mayer Bodies, Construction	AA—6, 7, 8, 9, 10
Mayer Body Extras	See Extras—Price List
Mayer Bodies, General Information	AA—5, 6, 7, 8, 9, 10
Mayer Bodies, Special Types	AA—17 to 37 Incl.
Mayer Hand Hoist	BB—1, 2
Meat Packers' Bodies	AA—18, 20
Milk Bodies	AA—29, 30, 31
Milk Tanks, Heil	N—1, 2, 3, 4
Mill Type Bodies, Mayer	AA—17
Moving Van Bodies, Mayer	AA—32, 33, 34, 35

O

Oil Truck Tanks, Heil	F—1, 2, 3, 4
Open Express Bodies, Mayer	AA—18, 19, 20, 21
Ordering Equipment	AA—3
Oxygen Tank Bodies, Mayer	AA—29, 30, 31

P

Package Delivery Body, Mayer	AA—28, 36, 37
Packers' Bodies	AA—18, 20
Painting	AA—12
Panel Bodies, Hoover	B—1 to 8 Incl.
Panel Bodies, Mayer	AA—27, 28, 36, 37
Partitions, Steel	B—5
Platform Bodies, Mayer	AA—17, 29
Plumbers' Bodies	AA—17, 18, 29, 30, 31
Pole Derricks, Silent Hoist	G—10, 11
Police Patrol Bodies, Hoover	B—7
Poultry Bodies, Mayer	AA—29, 30, 31
Prices—See Separate Price List	
Produce Bodies, Mayer	AA—23, 24
Provision Bodies, Mayer	AA—18, 20, 21, 23, 24

R

Rack, Permanent Side Body	AA—30, 31
Rack, Removable Side Body	AA—29
Rack, Canopy Top, Mayer	AA—25, 26
Rain or Shine Cabs	AA—1 to 12 Incl.
Removable Sides, Mayer Wooden Body	AA—29
Removable Stakes	AA—29
Riggers' Bodies	AA—29
Road Builders' Bodies	B—1, 2, 3, 4, 5
Rope Hooks on Flares	See Extras—Price List
Rope Rings on Flares	See Extras—Price List
Rubber Insulators	AA—11

S

	SECTION AND PAGE NUMBER
Sand and Gravel Bodies	B—1, 2, 3
Sidegate, Hinged or Removable	AA—26, 27
Signboards, on Bodies	AA—29, 30, 31
Silent Hoist Cranes	G—9
Silent Hoist Derricks	G—10, 11, 12
Silent Hoist Winches	G—2 to 8 Inc.
Slats on Tarpaulin Posts	See Extras—Price List
Slatted Side (Stationary) Mayer Wooden Bodies	AA—25, 26, 29, 30, 31
Snow Plows, Heil	M—1, 2
Special Bodies, Mayer	AA—17 to 37 Incl.
Stake Bodies, Mayer Wooden	AA—29
Steel Dump Bodies, Heil	B—1, 2, 3, 4, 5
Steel Extension Sideboards	See Extras—Price List
Stel-Kote Bodies, Hoover	B—1, 2, 3, 4, 5, 6, 7, 8
Steel Lined Floor	See Extras—Price List
Steps on Bodies	See Extras—Price List
Straight Sides on Mayer Bodies	AA—17
Street Railways Bodies	AA—17, 18, 20
Structural Steel Bodies	AA—17, 18, 20
Subframes, Steel, for Bodies	AA—6
Swinging Partitions, Steel	B—5
Swinging Partitions, Wood	See Extras—Price List

T

Tanks, Truck, Heil	F—1, 2, 3, 4
Tarpaulins	See Extras—Price List
Tarpaulin Racks	AA—21, 22
Tile Bodies, Mayer	AA—17, 18, 19, 20
Tire Carrier	See Extras—Price List
Tool Boxes	See Extras—Price List
Transfer Bodies, Mayer	AA—18, 19, 20, 21, 32, 33, 34, 35
Truck Crane, Silent Hoist	G—9

U

Underbody Hoists, Heil, Hydraulic	A—1, 2, 3, 4
Underbody Hoists, Heil, Hand	C—1
Underslung Winches, Silent Hoist	G—6
Useful Information	CC—1, 2, 3
Undertakers' Equipment	See Extras—Price List

V

Vans, Moving, Mayer	AA—32, 33, 34, 35
Ventilators, Mayer	AA—13, 14, 15
Vertical Capstan Winches, Silent Hoist	G—2

W

Wall Paper Bodies, Mayer	AA—23, 24, 25, 26
Water Companies' Bodies	AA—17, 18, 19
Wearing Plates for Bodies	See Extras—Price List
Winches, Silent Hoist	G—2-16 Inc.
Wooden Bodies, Mayer Extras	See Extras—Price List
Wooden Bodies, Mayer General Information	AA 5, 6, 7, 8, 9, 10
Wooden Bodies, Mayer Types	AA—17 to 37 Incl.
Wooden Extension Sides	See Extras—Price List
Wooden Floor, Lined with Steel	See Extras—Price List
Wrecking Companies' Bodies	AA—17
Weights of Commodities	CC—1, 2, 3

Know Your Subject

Mayerbodies may be just one item in your line. The tendency is to say very little about it.

But Mayerbody sales lead to real friendships with truck owners that may mean more business in the future.

Then there is this to consider.

Because they are the best—Mayerbodies may cost a little more than ordinary bodies. Some day some one will ask you, "Why pay more for a Mayerbody?"

That will be your opportunity to do that customer a service by giving him the facts—to mark yourself as a salesman who is going somewhere instead of an order taker who is standing still.

Mayer truck equipment is complete, representing many equipment manufacturers. Thus we can supply any modern truck equipment that your customer may require.

Read the following pages for a few of the reasons why Mayerbodies are a better buy.

ANSWER THESE QUESTIONS WHEN ORDERING EQUIPMENT

We cannot give you the satisfaction you deserve unless you cooperate with us. Every chassis differs in construction, design and dimensions. Old models differ from the newer ones. Truck factories are constantly making changes in their chassis without our knowledge.

We must have correct chassis information and YOU are the only one who can give it to us.

Things We MUST KNOW About Your Chassis:

A

IN EVERY INSTANCE WE MUST KNOW:

THE

Make of the chassis..... Model No. .....
Capacity (rated)..... Wheel Base.....
Serial No. of chassis..... Year.....
Size and type rear tires.....
Single or dual.....
Solid or pneumatic.....

B

IF A BODY OF ANY KIND IS WANTED WHICH WILL REST ON TOP OF THE CHASSIS FRAME WE MUST KNOW:

Length of chassis from back of cab to end of frame.....
Length of chassis frame back of cab to center of rear axle.....
Length of chassis frame center of rear axle to end of rear spring shackle.....
Length of frame, end of rear spring shackle to end of frame.....
Depth of channel back of cab.....
Depth of channel end of frame.....
Depth of channel center of frame.....
Width of channel back of cab.....
Width of channel end of frame.....
Width of channel center of frame.....
Outside width of chassis frame.....
Distance of rear wheels above or below chassis frame (designate which).....
Height from top of truck frame to ground.....
Rear tire diameter.....
Width of chassis outside hub to hub.....

ALSO ANSWER QUESTIONS LISTED AS "A"

C

IF THE EQUIPMENT IS TO BE DRIVEN FROM THE TRANSMISSION OF THE CHASSIS WE MUST KNOW:

Make of transmission.....
Model of transmission.....
Location of transmission.....
Distance of universal from end of transmission.....
Size of power take-off opening.....
Location of Power take-off opening, when sitting in driver's seat.....
Right side.....
Left side.....
Top.....
When truck is equipped with power take-off, give following information:
Location of power take-off opening, when sitting in driver's seat.....
Right side.....
Left side.....
Top.....
Does shaft of power take-off extend towards the front or rear?.....
In what direction does shaft rotate?.....
Are controls furnished with take-off?.....
Size of shaft on power take-off?.....
Is shaft on take-off tapered or straight?.....

This Information is Needed for our Mutual Protection and Satisfaction

Mayerbody Construction

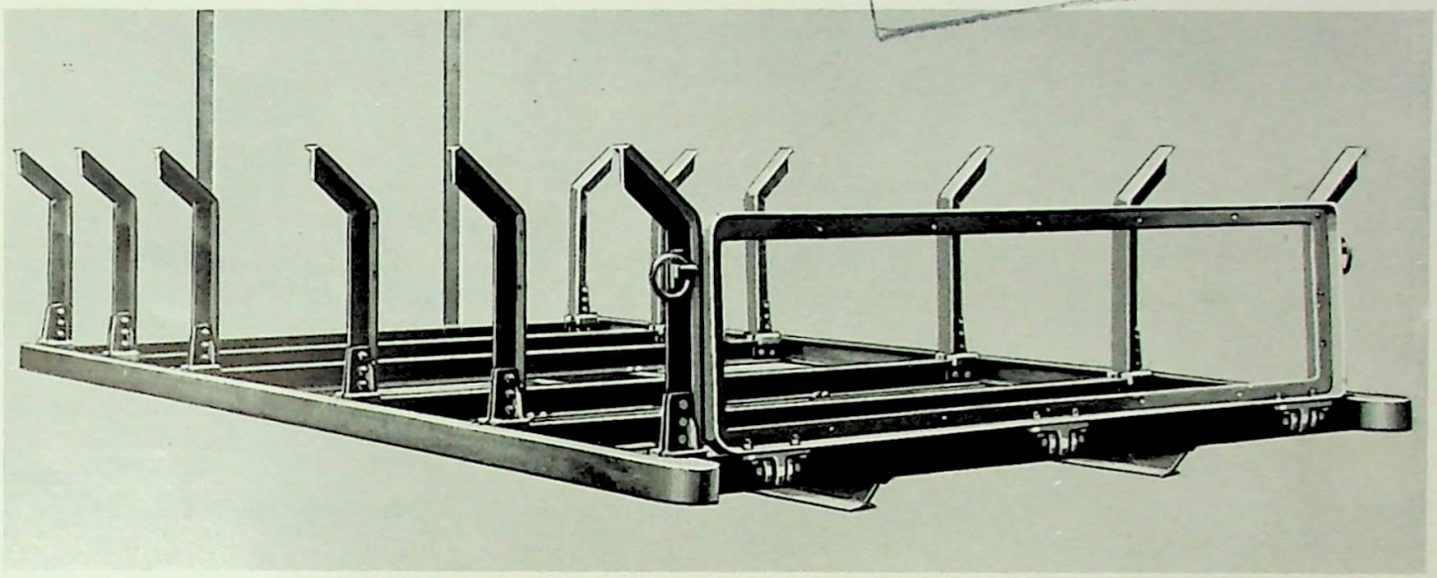
Patented and Patents Pending

All original features pertaining to the general construction of Mayerbody Equipment, including the assembly of steel or aluminum sections, special fittings for attaching same, wood work assembly, design of combination bumpers, steel or aluminum sub-frame assembly, clamps, tarpaulin rack assembly, stake body construction, ventilators, intake and exhaust, hand hoist, rubber insulator, etc., are protected by patents and patents pending, and any infringement will be prosecuted.

MAYER BODY CORPORATION
PITTSBURGH, PENNSYLVANIA

MAYER ALL STEEL BODY FRAME

U.S. PATENT OFFICE
AUG 19 1930
DIVISION X



(Patents Pending)

THE MAYER ALL-STEEL BODY FRAME

The illustration shown covers in detail all parts of the Mayer All-Steel Body Frame, front, sides and rear of a typical model. All Mayerbodies are built along the same principle, changing the side stems, as the type body or model requires. Fundamentally the principle remains the same. Different models require different side stems only.

The foundation or frame of any structure is the vital point with each engineer in designing a skyscraper. It is first built of a mass of structural steel shapes. If this same thought can be converted into a motor truck body you have a foundation that is exceptionally strong, and at the same time light and flexible, necessary to work in conjunction with the chassis frame, weaving and twisting over uneven parts of the road daily. Consequently you have the best motor truck body design in first forming your foundation or frame of the body with structural steel shapes, placing all the irons on the outside, the wood being merely attached to these structural shapes. No mortising or tenoning in this type body is necessary as the shape of the body is arranged with structural steel or aluminum.

Mayerbodies are first shaped of all-steel structure on which the wood is bolted.

They are of specialized design and construction, unlike any other type of body. They meet the rigid requirements of heavy or rough hauling and *will outlast any chassis now on the market.*

The standard structural steel shapes are designed for maximum strength in every line of hauling.

The strength of any truck body is in its frame, and unless the frame is made of structural steel, the body will not hold together with any great amount of rigidity nor outlast the chassis.

The Mayerbody is in short the steel structural frame principal applied to an automobile body and as such is greatly superior to the average wooden body built today with wood frame or partly of steel. It is a modern piece of body building that has kept pace with the modern chassis of today.

REASONS WHY MAYERBODIES ARE A BETTER BUY!

The frame of a Mayerbody is an independent unit made of standard rolled structural shapes of steel beams, tees, angles and channels, united together with special fittings making a complete steel frame the shape and size of the body required.

All fittings and structural shapes are attached together with cap screws and lock washers—easily serviced or repaired. All four sides of the body are reinforced with this construction and the wood panels, floor, sides, slats, flares or canopy top are then applied and bolted to place.

There is not a single section of the body that depends upon wood for strength. The all-steel frame carries the wear and stresses throughout.

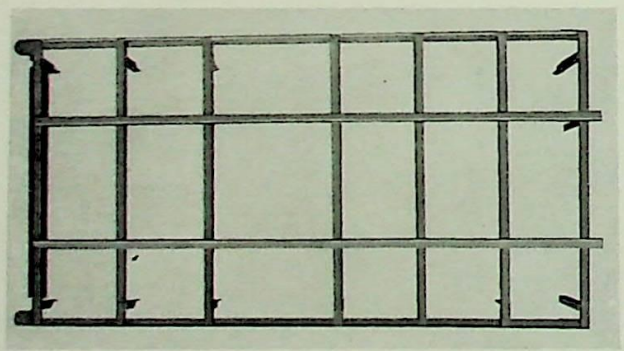
This frame is the result of years of study on the part of Mayerbody engineers to develop a design that would give satisfactory service under any hard service. It is the most permanent of all types of construction.

In estimating the stresses in rough or heavy haulage conditions, the extreme loads have been used as a basis of calculation. Provision has been made for concentrated or distributed loads over the body.

Mayerbodies are in a class by themselves among truck bodies. Their superiority is founded on certain **exclusive** features which are as follows:

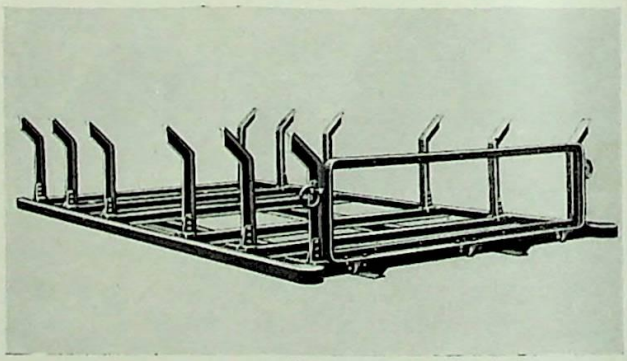
SUB-FRAME

The subframe is constructed entirely of steel I-beams that are identical on all models, locked together with special clamps, lighter for the smaller trucks and heavier for the larger trucks. The steel I-beams permit much more flexibility than wood and prevent wearing at the joints. In a wooden subframe construction, the cross sills will bury themselves into the long sills, cutting a hole as much as one inch in each section; consequently lowering the body proper two inches which often interferes with the rear wheels, tearing into floor or sills and cutting the tires or chains.

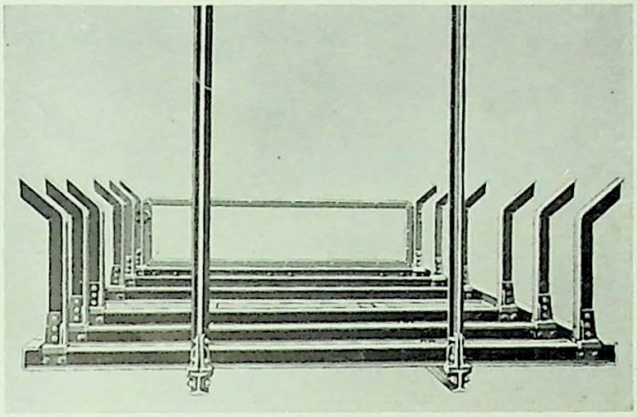


SIDES

Steel stems and pillars are made of tees, supporting the wood sides on either open or closed bodies and are many times stronger than wood stems. The stems can always be removed, reset or replaced in case of accident. Steel stems will stand more abuse than wood. Once a wood stem is broken it must be replaced, while a steel pillar will bend only and can be reset and replaced at considerably less cost and without a variety of skilled labor. There is an angle iron guard attached to the extreme outside end of all cross-members full length of the body which protects the side panels.

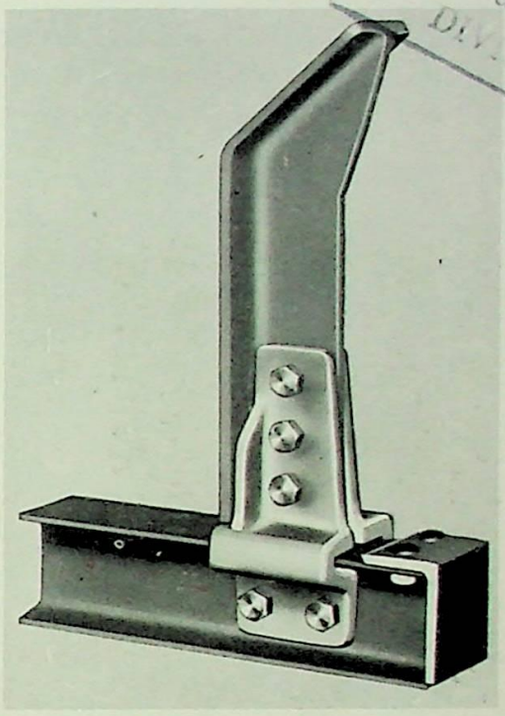


U.S. PATENT OFFICE
AUG 19
DIVISION X



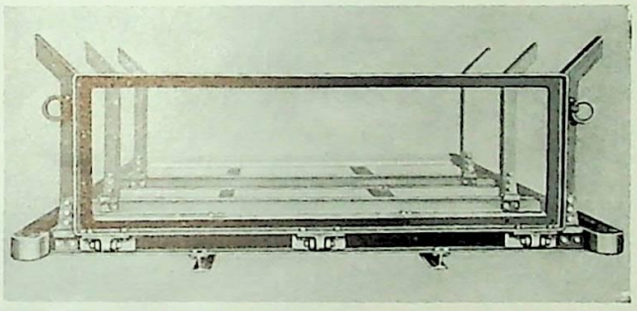
FRONT

The front of all Mayerbodies is reinforced with structural steel or aluminum and with split brackets similar in construction to the sides. The wood panels are lapped together to prevent water from entering and securely anchored with bolts to the frame.



SIDE PANEL FLAIRS

The side panel flairs are bolted to the side steel stems with special flat head bolts, making a flush panel on the inside of the body. No irons protrude on the inside to damage the load. The panels can always be removed easily when desired.

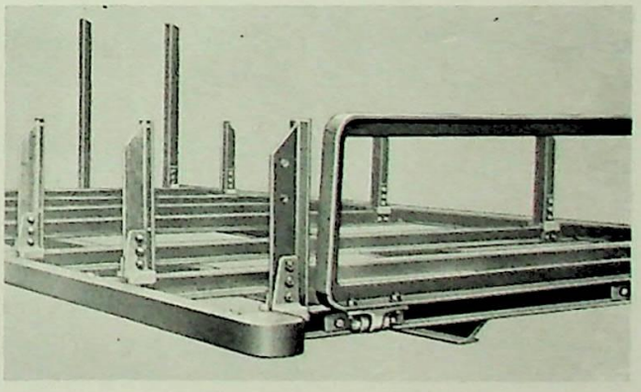


END GATE

The angle iron used is of one solid piece, coped at the four corners and electrically welded, which completely surrounds the outside depending on the height and width required. The wood is then inlaid and bolted to the inside angle flange. The endgate hinges are attached to the angle iron endgate frame and the rear beam with cap screws to all parts or sections of steel.

In no single instance does any part of the endgate depend on wood for strength. The endgate chain loop is of special design that cannot be broken off when backing into a platform, when the endgate is lowered level with the floor. The endgate chain at the end is attached to a special fitting attached to the rear tee stem, strong and permanent.

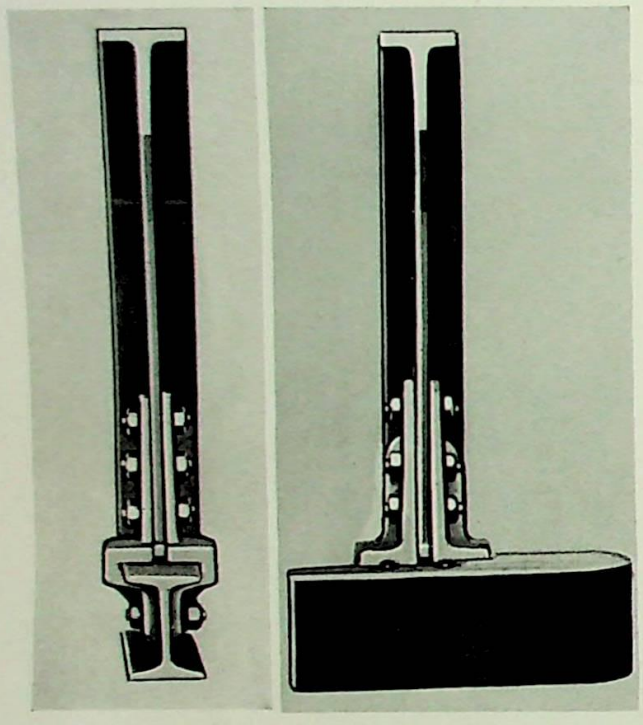
The face or outside of all endgates is covered with auto sheet steel to prevent chain chafing.



SIDE AND REAR BUMPERS

This angle iron guard is attached on all Mayerbodies to the extreme outside end of all cross members full length of the body, and projects beyond all fittings at the endgate giving protection not only to the side panels, but also to the rear end of the body, generally abused in backing into platforms. When so doing the rear end bumpers secure the contact and the endgate is protected.

These bumpers are strong and firm as they are attached to the ends of all cross beams throughout the length of the body. These bumpers also form a mud guard for the splash of the rear wheels; they are always made to clear the rear wheels. With this type bumper or guards the side panels do not receive any mud or dirt splash from



the rear wheels, easily removed by simply removing bolts at the ends of the cross beams to which same are attached. This side and rear angle bumper is one of the strongest structural steel sections used throughout the Mayer All-Steel Body Frame and receives the most contact in case of accident.

ENDGATE AND FLOOR

The floor at rear is of camel back design, being one inch lower than the remainder of the floor. The slight curve at the rear slopes toward the front and is noticeable at only about 24 inches. The endgate when open on a line with the floor is practically one continuous floor, having little offset or space between the floor and the endgate.

BODY CUSHION

The all-steel sub-frame does not rest on the chassis frame but is cushioned between same with an oak wood filler forming a cushion for shocks and twists encountered during the daily road travel.

ADVERTISING PANEL

Can be made to any size for advertising purposes and we are prepared to cover the panel with auto sheet steel or vehisote. The panel is bolted to the side steel stems.

HINGED SIDE DOORS

The hinged side doors are hung on steel pillars many times stronger than wood—steel attached to metal. Standard fittings are used throughout. No bolts to pull out of wood. Any size door located in any position can be secured.

DOUBLE SIDE DOORS

Can also be installed when necessary, one hinging on the steel pillar at the top, the other hinging at the floor. When lowered, the door is level with the floor, resting on steel or aluminum bumper rail. No chains are necessary. Special hooks are used to hold both type side gates in place.

CANOPY TOP

A wooden top is made with the proper drain to all sides consisting simply of side, front and rear rails, ribs for cross sections, and slats attached to same. Remember our all-steel canopy top frame is already made to receive the wooden form. The wood form is securely attached to the steel frame with bolts resulting in a top that has double the strength as compared with a wooden frame. A Mayerbody canopy top is light in weight and neat in appearance.

STAKE BODY

Our socket and stake base are our special steel T-iron design. Stakes removable or permanent; each stake locked in place with a removable pin. Endgate hinged or removable one or two sections. Many size slats and heights can be obtained.

VENTILATORS

Certain type van and panel bodies require ventilation. We ventilate this type body by the motion of the truck forcing fresh air in at the front and removing the bad air by suction; this special equipment is found on van and bakery bodies. See pages 13, 14 and 15 for detail description.

RUBBER INSULATED BODY

Each Mayer All-Steel Body Frame can be rubber insulated, thus reducing jars and vibrations. The rubber insulators are located on the steel sub-frame and carry all the weight of the body and load. These insulators permit more flexibility without body harm, and protect all the delicate parts of the chassis throughout, from the stresses and vibrations of heavy road service. Page 11 gives complete details.

The Use of Strong Aluminum Alloys for Weight Reductions of Truck Bodies

Trend of Design Toward Lightness

Weight reduction, permitting the conveyance of a heavier pay load without increasing the total weight on wheels, is one outstanding reason for the use of aluminum alloys in the construction of truck bodies.

Strong aluminum alloys weigh only approximately one-third as much as steel. Steel used in a three-ton truck body weighs about 1500 pounds. If the same body were constructed of aluminum, it would weigh only about 500 pounds. The pay load, in this instance, could be increased by 1000 pounds, the difference between the weight of the two metals, and the total weight on wheels would still be the same.

Restrictive measures regarding the weight of loads are being enacted in nearly every section of the country. The trend in design is to make use of materials of less weight, in order to convey the same amount of tonnage, provided this change does not lessen the strength of the vehicle.

Aluminum, because it most admirably fits into this scheme, is rapidly replacing other metals as a material for truck body construction.

Saving Due to Light Weight

No attempt will be made here to evaluate entirely the effect of reduced weight. Its annual value, because it increases the permissible pay load, becomes the income from the added tonnage, less handling and overhead expense, since it costs no more to haul pay load than dead body weight.

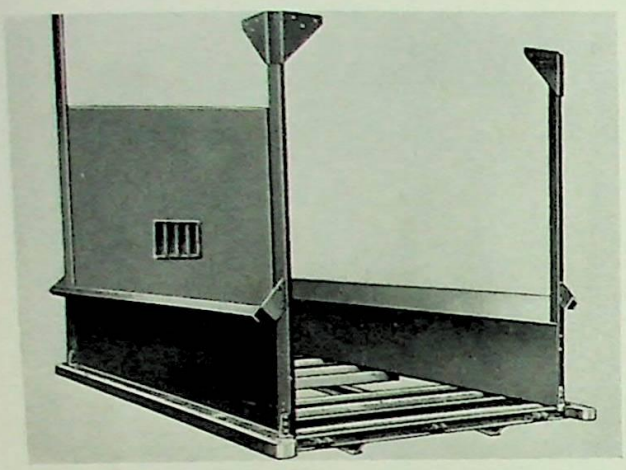
Salvage Value of Aluminum

Aluminum has a very decided salvage value as compared with steel, and consequently a vehicle constituted of this metal has a definitely greater value when it becomes necessary to scrap it.

Future Construction to Call for Alloy Bodies

The trend of modern rolling stock construction is toward strong aluminum alloys. More and more the designers and constructors of street railway cars, trailers, railroad cars, and airplanes are coming to understand and appreciate the advantage of aluminum over other metals.

Pressed Steel Front and Side Paneling



The illustration at the left shows a four-post canopy top body with pressed steel sides and solid front. Where continuous washing is necessary for sanitary reasons such as beef or packing houses require, the pressed steel sides and front applied to the Mayer All-Steel Body Frame make an ideal serviceable body unit. Pressed steel sections are also desirable where the service is extremely strenuous and eliminates the possibility of panels splitting.

This type body is always designed with an oak floor, made in lengths up to and including 12-foot long bodies.

The following models can be secured with pressed steel sections: 21-B, 22-X, 23-X, 24-X, 25-X, 31-B, 32-X, 33-X, 34-X, 35-X, 26-C, 27-C, 28-C, 36-C, 37-C, 38-C, 22-D, 32-D, 318-DR, 213-P, 313-P, 222-P, and 322-P.

SECTIONS

No.

2—Side panel for open express or canopy top bodies with flare and mudboard. Models 22-X, 32-X, 23-X, 33-X, 24-X, 34-X, 25-X, 35-X, 26-C, 36-C, 27-C, 37-C, 28-C, 38-C.

3—Same as No. 2 without mudboard.

4—Solid front for open express bodies as high and wide as cab. Models 23-X, 33-X.

5—Solid front for panel or canopy top body. Models 22-X, 32-X, 23-X, 33-X, 24-X, 34-X, 25-X, 35-X, 26-C, 36-C, 37-C, 28-C and 38-C.

6—Side panel for box body with mudboard. Models 21-B and 31-B.

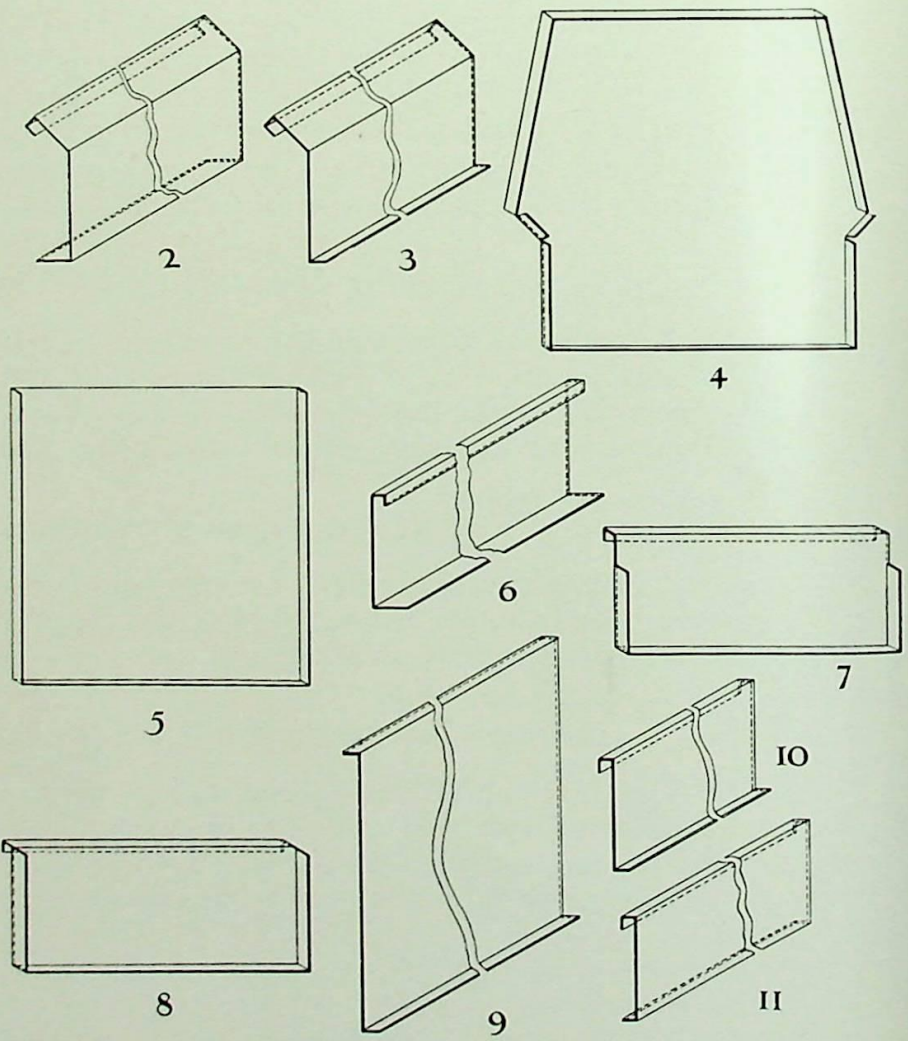
7—Solid front for open express body. Models 22-X, 32-X, 23-X, 33-X, 24-X, 34-X, 25-X, 35-X, 26-C, 36-C, 27-C, 37-C, 28-C and 38-C.

8—Solid front for box body. Models 21-B and 31-B.

9—Side panel for full panel bodies. Models 222-P, 322-P, 213-P and 313-P.

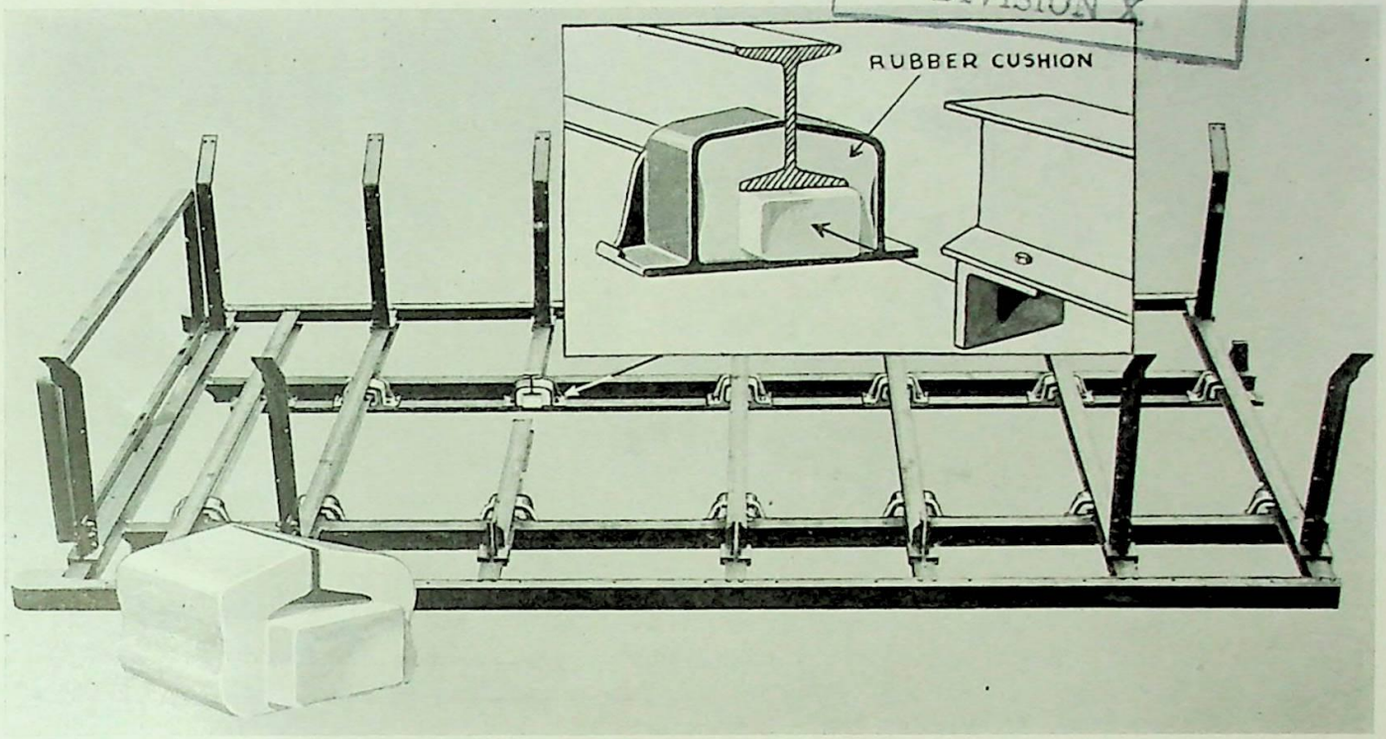
10—Side panel for box body. Models 21-B and 31-B.

11—Side panel for box body with sectional mudboards. Models 21-B and 31-B.



MAYER ALL STEEL BODY FRAME

U.S. PATENT OFFICE AUG 19 1930 DIVISION X



(Patents Pending)

THE MAYER RUBBER INSULATED BODY
A Shock Absorber

The Mayerbody rubber insulators are designed to offer more protection to the load, the chassis, the body and the cab, just the same as a motor vehicle of any type today is equipped with rubber tires.

The complete body subframe is supported at its bearings with rubber, a composition similar to solid rubber truck tires. Each action of the body is rubber insulated, the larger portion carrying the load and body, side sway, forward, backward and rebound actions are also rubber insulated, designed only to fit the Mayer All-Steel Frame Body, regardless of size, long or short, longer bodies requiring more rubber insulators. It does not interfere with any of the chassis working parts. Body mounts in the regular way and is easily removed and remounted for servicing.

As a comparison between a truck equipped with Mayerbody Rubber Insulators and one without, we will assume that the amount of the pay load carried on the rear axle is equal on each truck. The truck without the rubber insulators has only the tires at rear for insulation, approximately eighty square inches on two wheels at the ground bearing point, while the truck with the rubber insulators in addition to the rubber at the rear wheels has seven cross sills equipped with fourteen rubber insulators having 224 square inches of rubber, not including the rubber insulation for the side sway, forward, backward and rebound action. In other words, you are protecting your truck, cab, body and load with a total of 304 square inches of rubber as against eighty square inches of rubber. Every part of the truck receives the benefit of this Mayerbody rubber insulation, consequently, more life for the unit complete including the chassis, body and cab, as well as a load in better condition at the end of the trip.

Uneven parts of the road, such as holes, car crossings and ruts cause an unusual twist in the chassis frame. All chassis frames are made flexible to weave and twist with the uneven parts of the road, but the body built today is made rigid at all joints and is not built to stand much weaving or twisting when loaded. The Mayerbody Rubber Insulators permit the body to weave more freely as they are placed between the body sills and the chassis frame absorbing most of the strenuous road shocks and jars, subsiding same considerably, easing these jars or shocks on all delicate parts of the chassis and other equipment throughout, as well as hauling the load in a more delicate manner.

Mayerbody Rubber Insulators are especially adapted to trucks of many uses, heavy hauling, speed trucks, van bodies, bread trucks, also furniture, candy, egg and produce bodies. In fact, the Mayerbody Rubber Insulated body offers a decided saving where truck protection is considered, as well as a marked saving in the body and load through a period of years.

Rubber insulation is by no means new. Many motor vehicles are rubber insulated in many places. Our method is only adding additional rubber insulation to the truck equipment, adding many times more rubber insulation in actual square inches of rubber than now exists, offering considerable additional rubber insulation protection to the unit as a whole.

Mayerbody Painting

Our painting department is complete in every detail including skilled workmen and the best grades of material. To paint properly requires time for each coat to dry before another is applied. Do not ask or expect hurried painting at the sacrifice of satisfaction. It invariably results in dissatisfied customers, disputes and expensive adjustments. We will positively not accept orders for painting unless we are given ample time to do the work as it should be done, and as both you and your customers expect it to be done. Our past record of painting has a foundation of sixty years of quality work.

We carry in stock at all times standard colors which have proven through years of experience, for tone and wearing quality. We can duplicate any special painting, lettering, striping or trade marks that your customers may request.

A truck of one tone in color is the most attractive combination. One color for the cab, body and chassis, now adopted by most large fleet owners.

PAINTING

DUCO OR LACQUER NITRO-CELLULOSE

A lacquer finish can be applied to any Mayerbody constructed with the Mayer All-Steel Body Frame. We cover each wood panel or section with automobile sheet steel before applying same to the All-Steel Body Frame, resulting in a complete outside surface of steel, the only practical base for a lacquer finish that is guaranteed. This adds strength and beauty too. It prevents warping of panels or checking of finish. It affords a smooth surface for the beautiful lacquer finishes that add so definitely to the advertising value of the truck.

The above construction is similar to all automobile pleasure car construction today; a wooden frame covered with automobile sheet steel, lacquer finished; thousands of pleasure cars today prove this principal.

To arrive at a lacquer finish paint price it is necessary to add the extra cost of automobile sheet steel; also the additional price of lacquer finish. Prices quoted upon request.

A worth while consideration. The highest developed finish today, almost indestructible, everlasting, proof against decay as compared with the older method of painting.

We do not guarantee a lacquer finish over any part of wood.

U.S. PATENT OFFICE
AUG 19
DIVISION X

MAYERBODY COMBINATION VENTILATOR

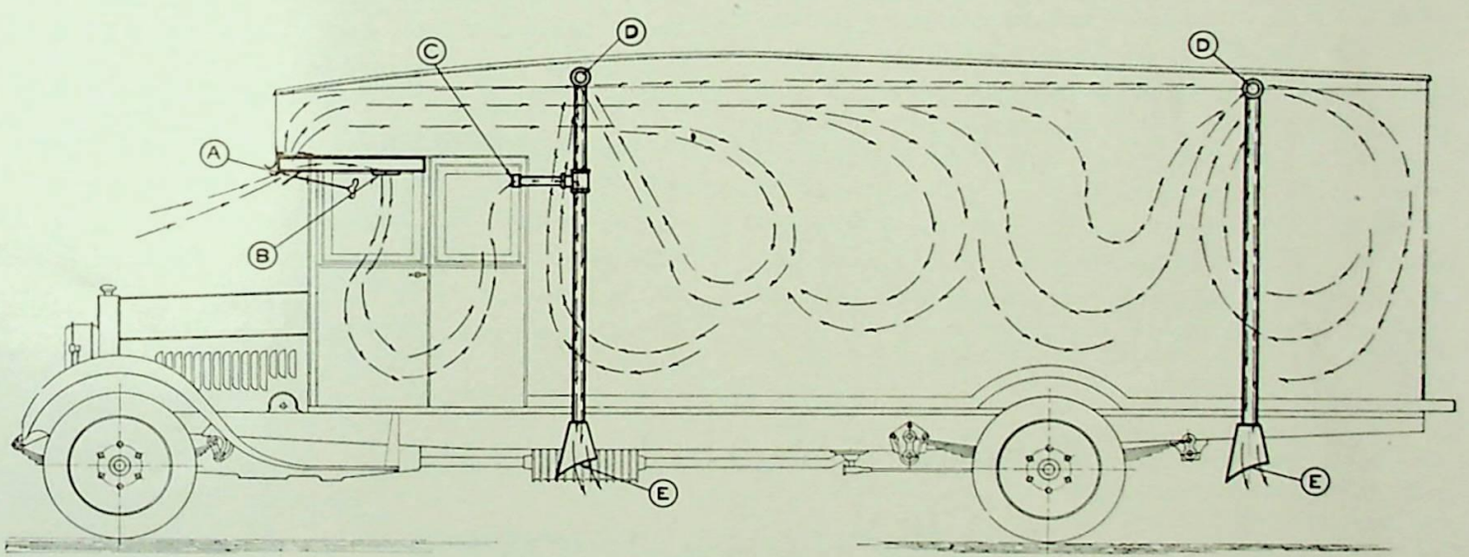
Intake and Exhaust

The Mayerbody Ventilator system is the most modern development of its kind and provides a new standard of comfort and convenience. It is simple in design and construction and consists of a fresh air intake and three foul air exhausts.

This simple system provides perfect circulation of fresh clean air at all times. The exclusive patented features which are years ahead of any other ventilator system on the market, gives a ventilating system that meets every essential requirement. In hot weather it circulates fresh cool air into the cab and into the body as well as removes gas fumes. In winter hauling, the ventilator removes all poisonous gases and keeps a continuous flow of fresh air in the cab and body.

Nothing to get out of order. It is operated through the motion of the truck. The fresh air is actually forced into the body and cab and at the same time the hot air, dust and gas fumes are removed. The driver from his cab seat can control the ventilation in the cab to any degree desired.

The ventilators are concealed, being built into the body and cab and do not project on the roof or sides. The exhaust sections are located under the floor in the path where most of the air travels which acts as a suction on the tubes built into the walls of the body.



(Patents Pending)

Diagram of Ventilator System for Van Model 314-V

"A" represents the fresh air entrance into the body operated by a threaded shaft with control inside of the cab, top air entrance into body covered with fine mesh copper screen, easily removed for cleaning.

"B" represents the point where the fresh air enters into the cab. A grill that opens and closes independent of the shutter at the fresh air entrance operated inside of cab.

"C" represents the foul air exhaust in the cab, which can be opened or closed at will from the cab seat.

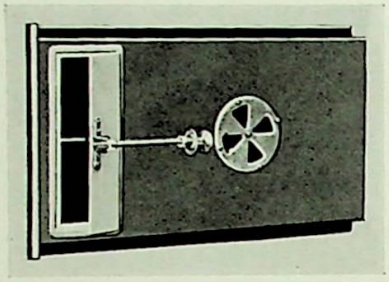
"D" represents the foul air exhausts in the body which can be opened or closed at will. We remove the hot foul air at the roof of body and cab where the air is lightest and most dangerous. It can be closed for extreme cold zero weather.

"E" represents the foul air exhaust base. At this point we create the suction, which removes all foul air from cab and body, foul air entering at the top of the body and cab at both sides.

"F" arrows represent the air travel as it first enters the front of the body and cab, circulating throughout the body and cab, finally reaching the three suction tube entrances, then is discharged outside of the truck below the floor. The faster the truck travels the more air enters and the stronger the suction on the exhausts.

MAYERBODY COMBINATION VENTILATORS

Intake and Exhaust



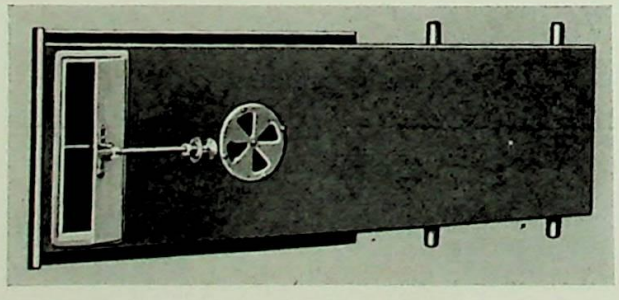
View of the Intake Ventilator for
Van Model 314-V

Bus body operators today are forced by law to install ventilators. Now if the law recognizes the necessity of having this health protection for bus body operators it is equally important that van body operators should have the same protection. For instance: where the van body cab is small and several men are in the cab on a long haul, it is absolutely necessary to have an efficient ventilating system, particularly when the weather is cold or rainy and prevents opening of the windows.

Every truck driver should have a full vestibule or closed cab, containing approximately thirty to forty cubic feet of air—and the Mayerbody combination ventilator system will keep the air fresh and clean in the cab and in the body.

Many loads of furniture being hauled two or three hundred miles are damaged, due to the fact that on a hot day, the sun beating on the roof raises the humidity on the inside of the van body to an unbelievable degree of intense heat, consequently the varnish on certain kinds of furniture will soften and become fast to the furniture pads. After the van rear doors are opened the temperature inside subsides and the varnish again hardens with the furniture pads glued to many sections of the furniture. The damage to such furniture is often equivalent to the profit of several such hauls while the cost of these ventilators will be saved in a single load, preventing such damage as already described.

Ventilator System for Model 323-PV



View of the Intake Ventilator for
Model 323-PV

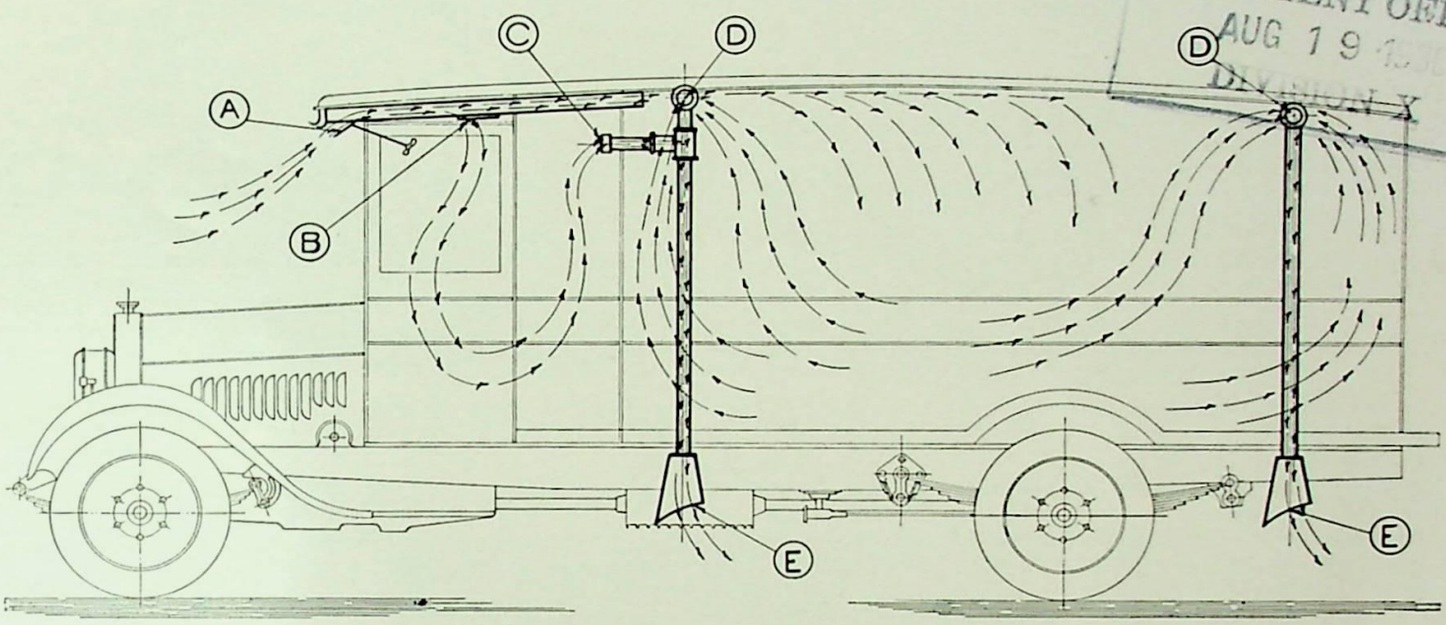
The Mayerbody combination ventilator is a necessary development for bakery goods, especially during the hot summer days, and will pay for itself many times. This ventilator actually removes all the hot air, fumes or dust from the body and cab and keeps iced cakes, candy, fancy pastry, pies and bread in excellent condition so as to give the right appearance and freshness when delivered to the consumer or retailer.

During cold weather, the ventilator can be closed at will by the driver or he can from the cab seat regulate the flow of fresh air from the intake ventilator to any degree or shut it off entirely.

MAYERBODY COMBINATION VENTILATORS

Intake and Exhaust

U.S. PATENT OFFICE AUG 19 1



(Patents Pending)

Diagram of Ventilator System for Model 323-PV

"A" represents the fresh air entrance into the body operated by a threaded shaft with control inside of the cab, top air entrance into body covered with fine mesh copper screen, easily removed for cleaning.

"B" represents the point where the fresh air enters into the cab. A grill that opens and closes independent of the shutter at the fresh air entrance operated inside of cab.

"C" represents the foul air exhaust in the cab, which can be opened or closed at will from the cab seat.

"D" represents the foul air exhausts in the body which can be opened or closed at will. We remove the hot foul air at the roof of body and cab where the air is lightest and most dangerous. It can be closed for extreme cold zero weather.

"E" represents the foul air exhaust base. At this point we create the suction, which removes all foul air from cab and body, foul air entering at the top of the body and cab at both sides.

"F" arrows represent the air travel as it first enters the front of the body and cab, circulating throughout the body and cab, finally reaching the three suction tube entrances then is discharged outside of the truck below the floor. The faster the truck travels the more air enters and the stronger the suction on the exhausts.

A FEW TESTIMONIALS OF THE MAYER ALL-STEEL BODY FRAME

UNITED STATES MARBLE CO.
WILKINSBURG, PA.

MAYER BODY CORPORATION
PITTSBURGH, PA.

Gentlemen:

We can not but praise your construction of the All-Steel body on our 2½ Ton Mack Truck which has proved itself for the last month since its installation by you.

It is as solid a construction as we could have and yet light enough not to burden the truck with excessive weight. We are only too glad to offer you this testimonial, inasmuch as your designing and construction of this body has been of great value to us. (*Signed*) P. IGNELZI.

UNITED STATES GLASS COMPANY
PITTSBURGH, PA.

MAYER BODY CORPORATION
PITTSBURGH, PA.

Gentlemen:

Replying to your letter of August 24th, regarding the All-Steel Body frame used in constructing motor truck bodies for us recently, we are very much pleased with this body, and if at any time we were to have a truck built would surely specify the use of the all-steel body frame.

(*Signed*) GEO. F. WEINERT.

HALF BROTHERS
HOMESTEAD, PA.

MAYER BODY CORPORATION
PITTSBURGH, PA.

Gentlemen:

The All-Steel Frame Truck Body which you supplied to us recently has now been in use a little over a year and we are glad to say it seems to be a most decided improvement over the old type wood bodies.

We particularly like the ease of replacement and repairs on the steel uprights at the sides of the body and the placing of the loading board uprights outside of the body instead of inside as formerly done.

Our drivers report that the tarpaulin rack is easily removed when it becomes necessary to haul extra high crates.

(*Signed*) LEO L. HALF.

JERSEY FARM PRODUCTS CO.
PITTSBURGH, PA.

MAYER BODY CORPORATION
PITTSBURGH, PA.

Gentlemen:

Some time ago you built for us one of your All-Steel Frame Bodies for our 3-ton Diamond T Truck. We have used many motor truck bodies over a number of years and frankly feel that your all-steel frame body is one of the best constructed bodies that we have ever had.

It is light in weight and yet very strong. All the irons being on the outside is an ideal feature. Any section either wood or steel can easily be removed for servicing. The steel pillars particularly are ideal from a service angle as they can be easily removed, reset and replaced with little effort, unlike a wooden pillar.

We have nothing but praise to offer for your new patented construction and feel that we would not hesitate to recommend a body of like construction to anyone as we are of the opinion that this body will outwear two or three motor trucks.

(*Signed*) H. H. SHAPIRA.

ARMSTRONG CORK COMPANY
PITTSBURGH, PA.

MAYER BODY CORPORATION
PITTSBURGH, PA.

Gentlemen:

We have your letter of August 24th asking for our opinion of your All-Steel body frame.

When we ordered our first body from you, we were of the opinion that it would give us an ideal body for our work. We required a long body with wings as our material is loaded eight or ten inches beyond the wings and to a great height. From this it is obvious that we must have a very rigid body, as swinging loads are the rule with us. Your first body has now been in service almost two years and that our view regarding your body has not changed is evidenced by the fact that we equipped our last new truck with a body identical with the first one ordered.

We believe you have a good body and are glad to recommend it to others. (*Signed*) WM. G. JOHNSTONE.

W. B. MASON CONSTRUCTION CO.
PITTSBURGH, PA.

MAYER BODY CORPORATION
PITTSBURGH, PA.

Gentlemen:

In response to your inquiry of August 24th, relative to the service rendered by the All-Steel Body Frame your company installed on our 1½-ton Lange Truck in 1926.

This frame is still in perfect condition and we are well satisfied with it for several reasons.

It is well designed, the sections are all standard, and as light as is consistent with the use, it is well braced and rigid. It takes up less room, neater in appearance and much easier to keep clean than our previous wooden frame.

We feel that your company has produced a frame that truck users have need of, and we do not expect that your shops will be given the opportunity to furnish any service on this frame. (*Signed*) D. G. MORGAN.

INGOMAR LUMBER CO.
PITTSBURGH, PA.

MAYER BODY CORPORATION
PITTSBURGH, PA.

Gentlemen:

The All-Steel Body Frame which you recently designed and built for us is giving us all that could be desired in the way of service and convenience.

Due to the steel frame used, we have a much lighter and stronger equipment and we are well pleased with the job in every way. (*Signed*) R. C. WAGNER.

FOLLANSBEE BROS. CO.
PITTSBURGH, PA.

MAYER BODY CORPORATION
PITTSBURGH, PA.

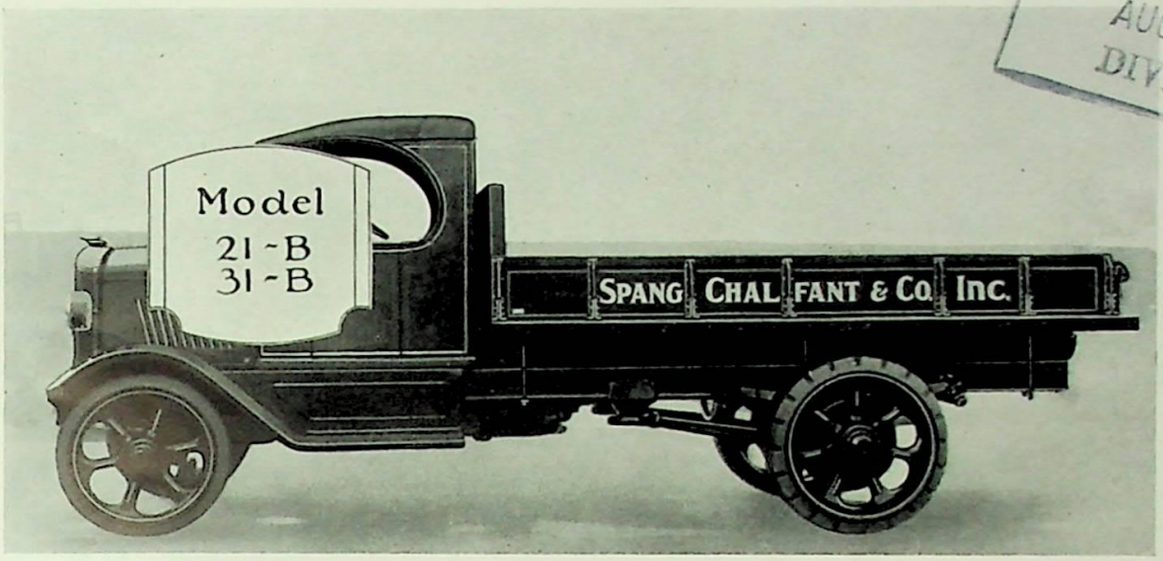
Gentlemen:

You possibly will be interested to know that in the opinion of those of our organization who have examined the body which you recently made for our new two-ton truck, it is the strongest construction we have ever had on a truck body.

The all-steel body frame should certainly add several years of life to it. (*Signed*) MANAGER OF JOBBING DEPT.

MAYER ALL STEEL BODY FRAME

U.S. PATENT OFFICE
AUG 19 1
DIVISION X



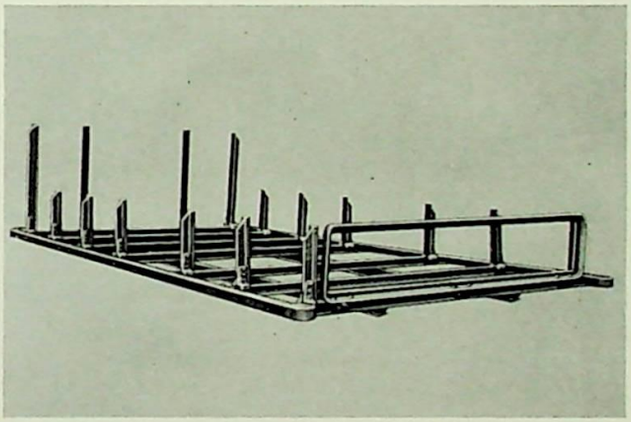
MAYERBODY—BOX TYPE

NO FLARES

This type of body is used extensively by foundries, manufacturers, lumber companies, mill and mine supplies, plumbing and heating concerns, ice companies, etc. It embodies principles that are strictly in line with the best practice of box body manufacture, both in design and construction. The entire frame is made of steel angles and I-Beams. This method of construction strengthens the body as a whole.

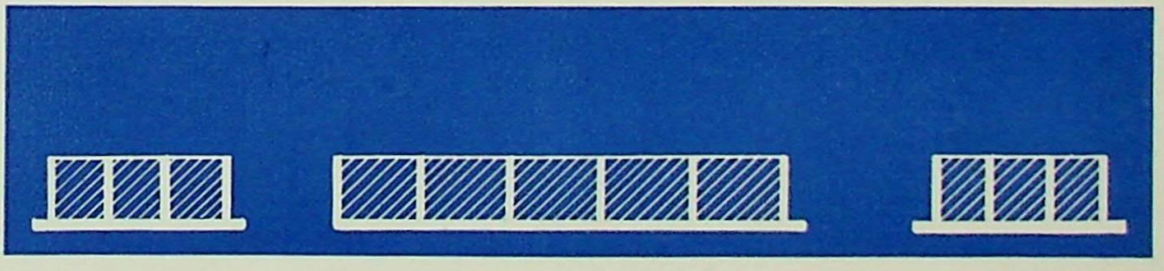
The design and construction of this type of Mayerbody is the result of over sixty years in the manufacture of vehicle bodies of all kinds. All parts are strong and rigid. In addition, the light weight permits maximum net weight to be carried—a feature which is important where state laws govern maximum load.

Mayerbodies are built to last for years with a minimum upkeep expense. Their ruggedness and remarkable lasting qualities have been proved by scores of prominent users.



All-Steel Body Frame

Aluminum frame body can be furnished on request.



STANDARD SPECIFICATIONS

Permanent sides; front as high as sides; hinged endgate; oak floor 1″ material; in lead only.

Sides and front constructed of either pressed steel or wood panels. See page 10 for general description.

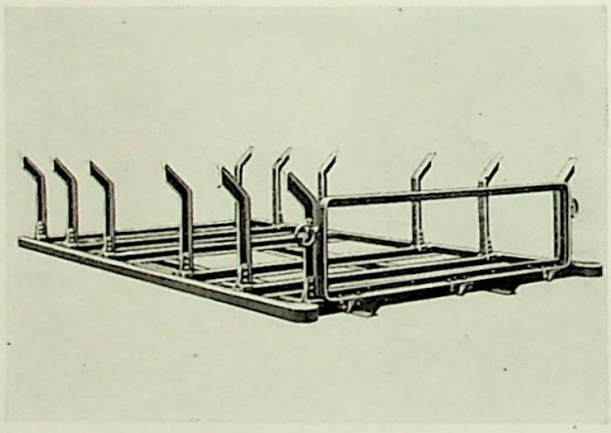
Model 21-B—Capacity 1 to 2 Ton
Model 31-B—Capacity 2 to 5 Ton

MAYER TRUCK EQUIPMENT

MAYERBODY—OPEN EXPRESS TYPE
WITH FLARES

The all-around utility of an Express Type Mayerbody recommends it to butchers, builders, manufacturers, general hauling, water companies—and similar uses where the owner does not require protection for the load. It will handle loose materials as well as packed goods.

Every detail of construction has been worked out to put this simple type of express body in the high quality class. It has been built for the man who wants a truck body that will give maximum service over a long period. The structural steel construction throughout, gives rigidity, light weight, and general structural excellence. All parts are designed with liberal factors of safety, and the sturdy construction insures long and useful service. In short, the Mayerbody, Express Type, advantages are: Simplicity in design, long life, low in first cost, low in maintenance, and light weight coupled with strength.



All-Steel Body Frame

Aluminum frame body can be furnished on request.

STANDARD SPECIFICATIONS

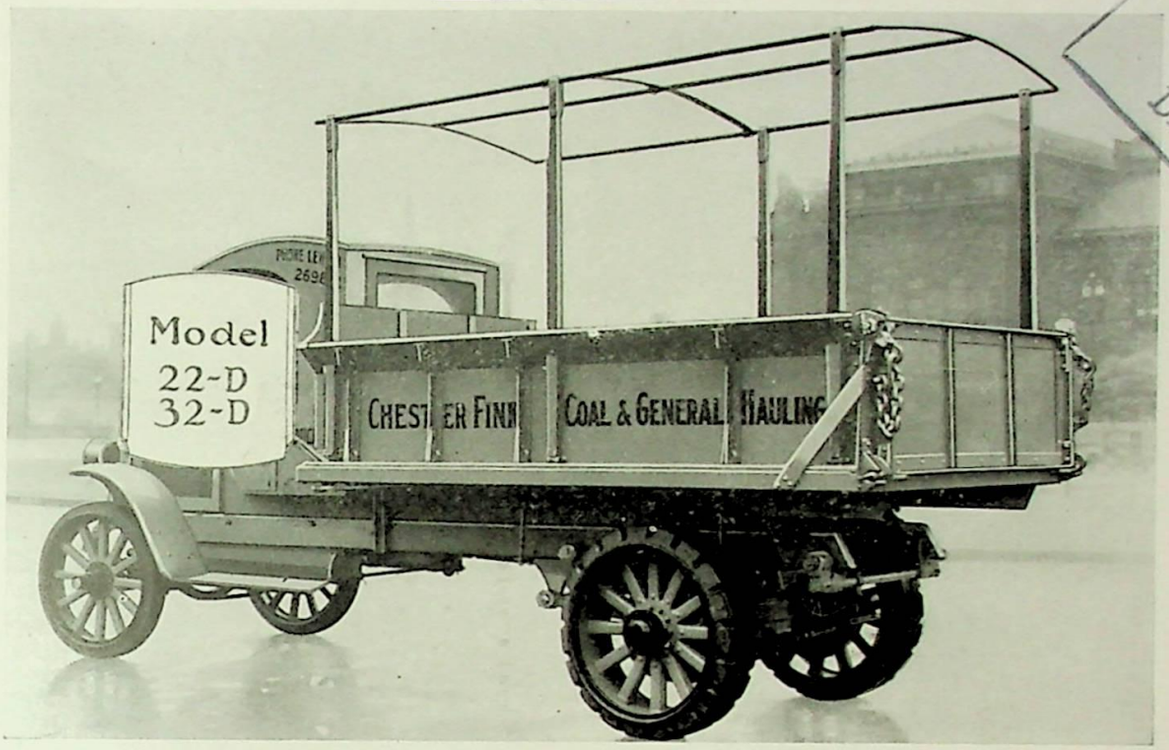
Permanent sides and flares; front as high as flares; hinged endgate; oak floor 1″ material; in lead only.

Sides and front constructed of either pressed steel or wood panels. See page 10 for general description.

Model 22-X—Capacity 1 to 2 Ton
Model 32-X—Capacity 2 to 5 Ton

MAYER ALL STEEL BODY FRAME

U.S. PATENT OFFICE
AUG 19 19[illegible]
DIVISION X

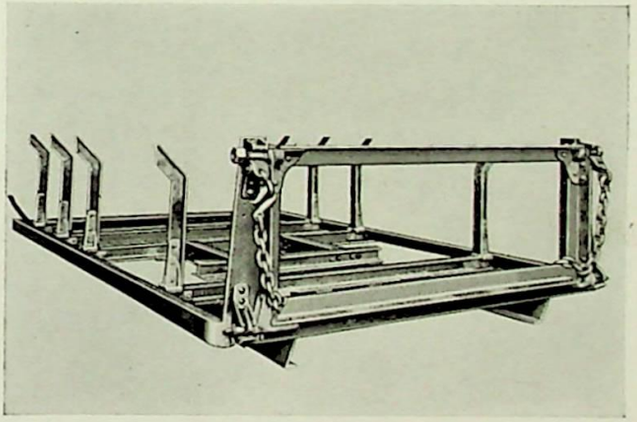


Mayer Dump Body *with* Wooden Sides, Flares, Front *and* Floor

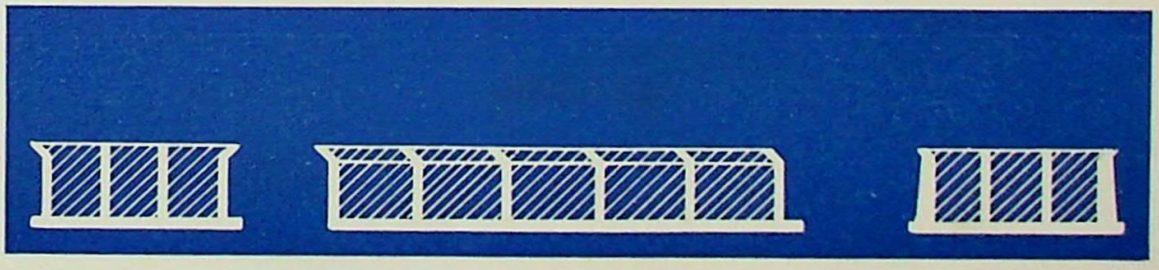
This rugged body will withstand the hardest kind of shocks and stresses. Its steel frame, made up of I-Beams and Angles is so designed as to minimize shocks when running over rough roads. It is particularly suitable for builders supplies, contractors and general hauling.

The ever increasing loads and severity of actual working conditions make it necessary that the frame construction be most carefully designed to insure strength and rigidity. Our especially constructed steel frame holds the body together and is designed for hard service under adverse conditions. Our long experience has enabled us to make a combination express and dump body of wood sides, flares, front and floor with the Mayer all steel frame, unexcelled for strength.

It is light in weight. Mayerbodies are backed by over a half century of experience in meeting the needs of hauling from the early days of the horse and wagon to the present day of automobile transportation. This experience assures Mayerbody owners of satisfactory service no matter what the conditions of service.



ALL-STEEL BODY FRAME



STANDARD SPECIFICATIONS

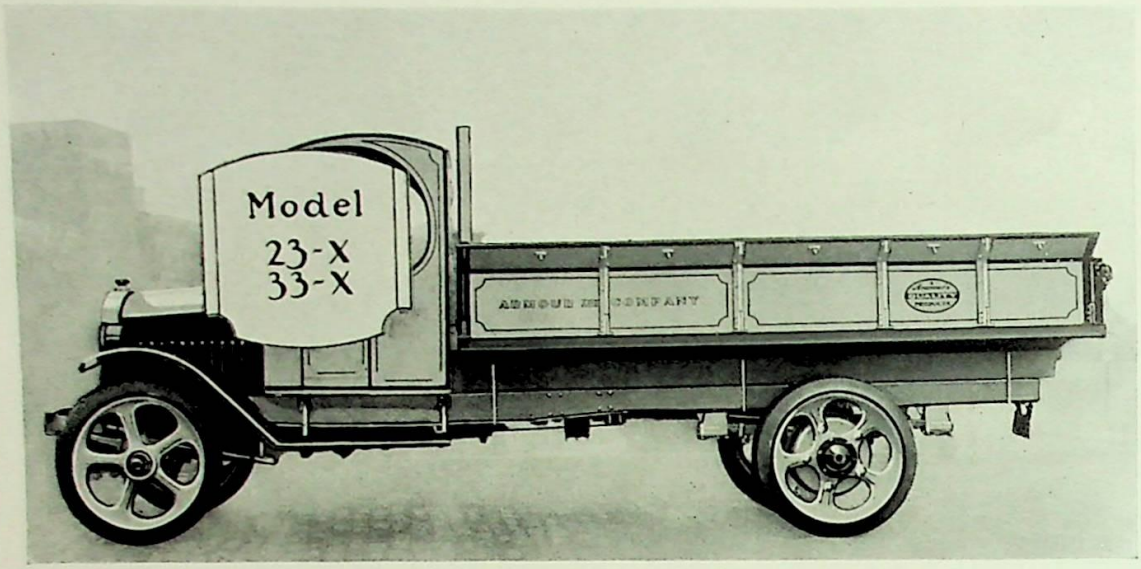
Permanent sides and flares; front as high as flares; double acting tail gate; manual control; truck and body hinges; oak floor 1" material; in lead only.

Sides and front constructed of either pressed steel or wood panels. See page 10 for general description.

Model 22-D—Capacity 1 to 2 Ton
Model 32-D—Capacity 2 to 5 Ton

Specifications for Model 318 DR—Capacity 2 to 5 Ton

A wooden dump body with removable sides, no flare board, all other specifications similar to above; in lead only.

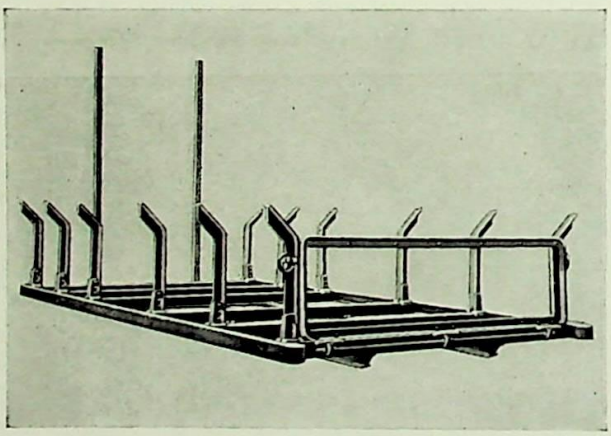


MAYERBODY—OPEN EXPRESS TYPE

FRONT AS HIGH AS CAB

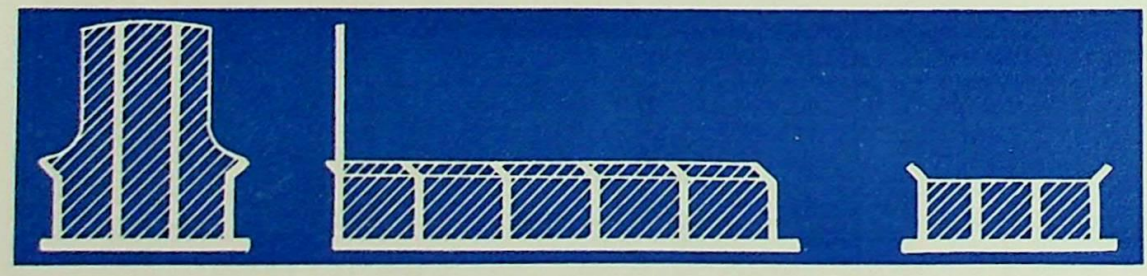
This type of Mayerbody is splendidly adapted to butchers, builders, manufacturers, general hauling, water companies, etc. Ruggedly constructed for long, hard service, it will stand up day after day under the hardest kind of continuous haulage service. Mayerbodies are a combination of steel and wood—oak floor, poplar sides, with high-carbon steel body frame made up in angles and I-Beams. The exceptional strength and rigidity are due to the steel structurals. In addition, the original strength of the steel structurals is increased by reason of special assembling which firmly locks the whole construction into an integral unit, thus distributing any concentrated load over the entire body.

While exceptionally strong, these bodies are very light in weight and give maximum haulage capacity. They are practically indestructible. All woodwork is correctly seasoned and thoroughly painted, and is not affected by weather conditions.



All-Steel Body Frame

Aluminum frame body can be furnished on request.



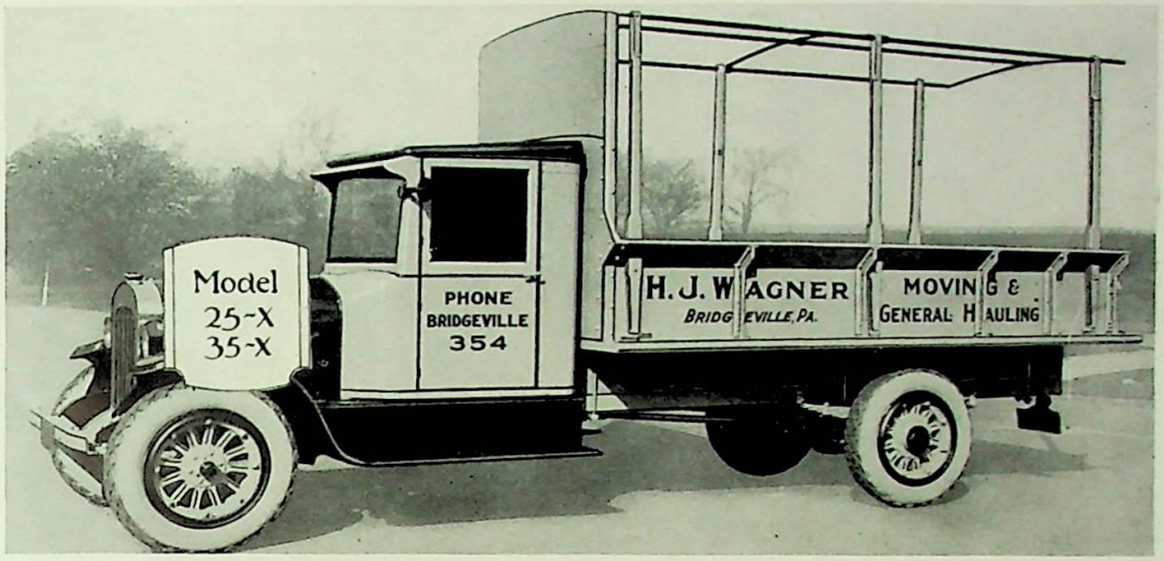
STANDARD SPECIFICATIONS

Permanent sides and flares; front as high and wide as cab; hinged endgate; oak floor 1″ material; in lead only.

Sides and front constructed of either pressed steel or wood panels. See page 10 for general description.

Model 23-X—Capacity 1 to 2 Ton
Model 33-X—Capacity 2 to 5 Ton

MAYER ALL STEEL BODY FRAME



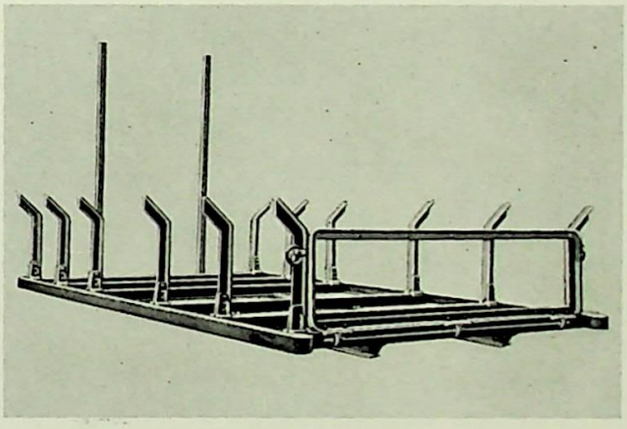
MAYERBODY—EXPRESS TYPE

Six-Post, Tarpaulin Rack—Front as High as Tarpaulin Racks

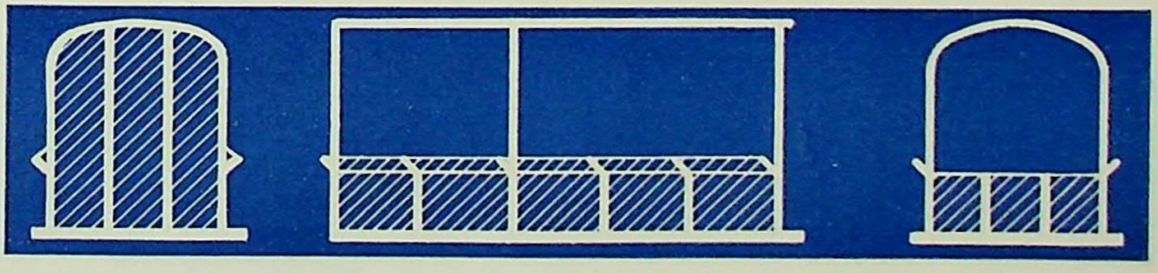
Combines lightness and great strength; used particularly for general hauling or any kind of hauling where weather protection is desirable; tarpaulin racks are removable. Simple and sturdy in construction, this type of body embodies many features that long acquaintance with truck body construction has developed.

Mayerbodies are thoroughly well built, and the workmanship and material are the best obtainable. The frame is made up of high-carbon steel angles and I-Beams. Strength is the predominating feature of the frame—which is securely held together by extra strong fittings to insure against loosening from vibration.

This express type body will stand all kinds of hard service and is practically everlasting. It is an all-purpose body, built for longevity, utility and economy, with minimum weight.



All-Steel Body Frame
Aluminum frame body can be furnished on request.

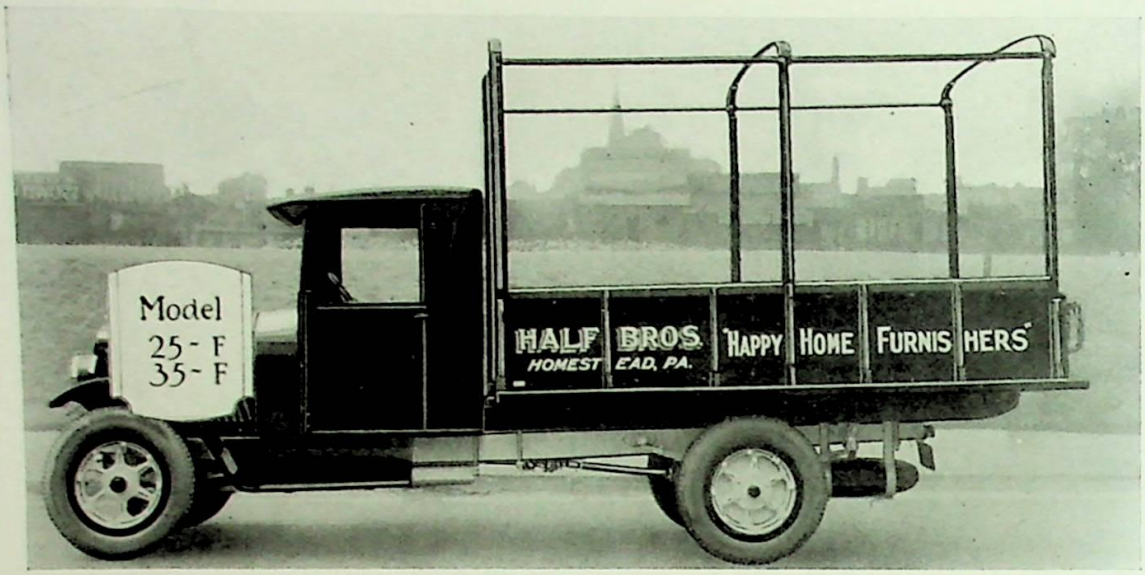


STANDARD SPECIFICATIONS

Permanent sides and flares, with six posts; tarpaulin racks; permanent or removable solid front as high as tarpaulin racks; oak floor 1″ material; in lead only.

Sides and front constructed of either pressed steel or wood panels. See page 10 for general description.

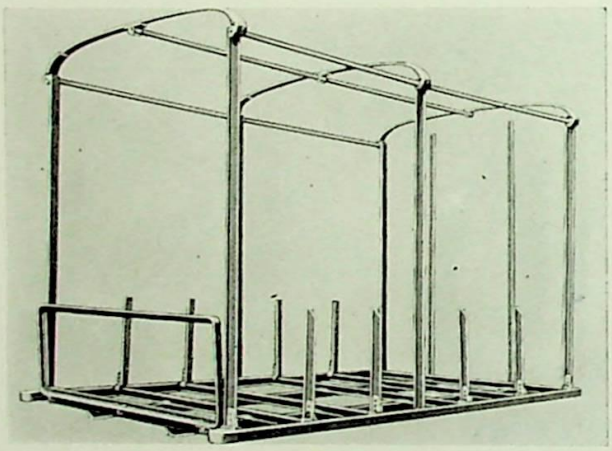
Model 25-X—Capacity 1 to 2 Ton
Model 35-X—Capacity 2 to 5 Ton



MAYER FURNITURE BODY

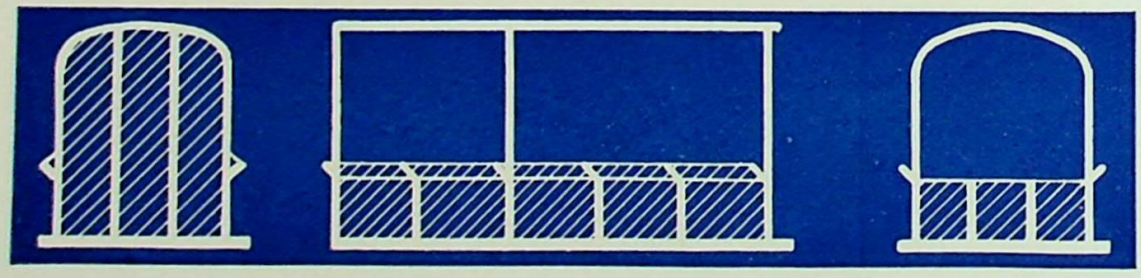
This open top type of Mayerbody is greatly favored by retail furniture houses. It is best adapted for the transportation of such bulky merchandise as furniture and furnishings.

The great advantage of a Mayerbody is its steel I Beam and Angle frame construction. The steel frame is on the outside thus preventing possible damage to furniture. The principal advantages of a Mayerbody steel frame construction is freedom from rattling; light weight with great strength; permanent rigidity and long life. Mayerbody is particularly advantageous by reason of its rigid construction. Its light weight permits greater load capacity than a great many bodies now on the market. Can be furnished with tarpaulin covering for protection of the load.



All-Steel Body Frame

Aluminum frame body can be furnished on request.



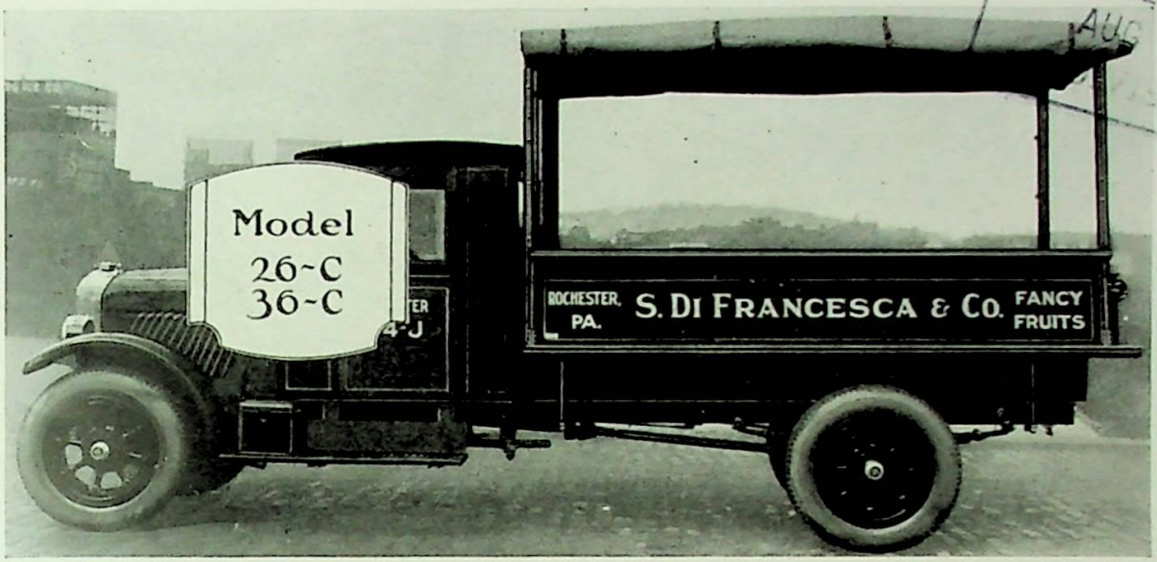
STANDARD SPECIFICATIONS

Box type body; permanent sides, with padded rail; rope knobs and hooks; six-post tarpaulin racks, permanent or removable; permanent racks furnished if not otherwise specified; solid front as high as tarpaulin racks; hinged endgate with side chains; oak floor 1" material; in lead only.

Model 25-F—Capacity 1 to 2 Ton
Model 35-F—Capacity 2 to 5 Ton

MAYER ALL STEEL BODY FRAME

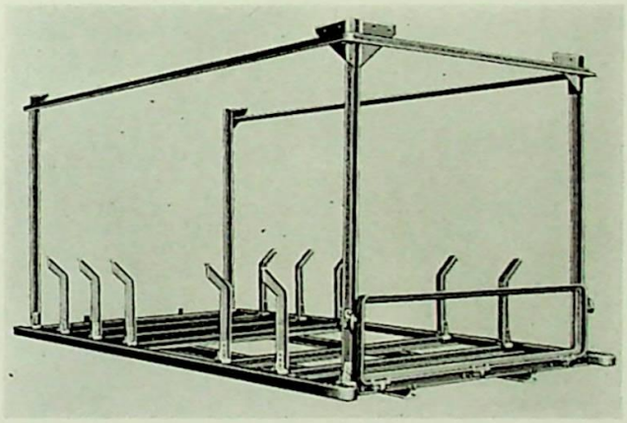
U.S. PATENT OFFICE
AUG 19
X



A MAYERBODY *with* CANOPY TOP

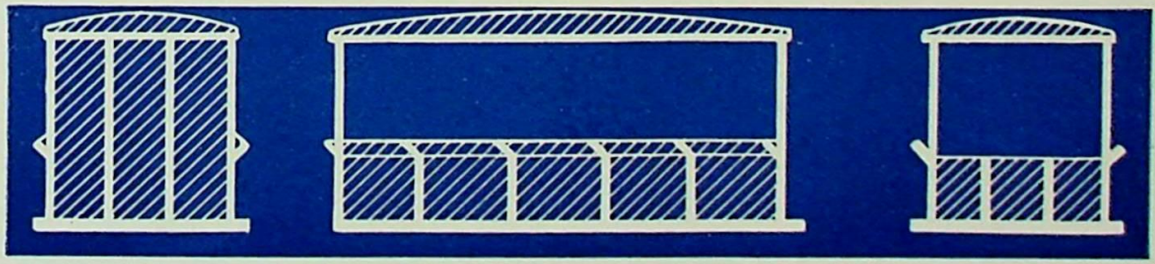
Four Post—No Advertising Panel

The reputation and high standing earned by Mayer Truck equipment during the last 60 years is sufficient guarantee of the dependability and serviceability of this high-grade canopy top body. Furthermore, we not only know from a theoretical standpoint, but from practical use, that this model will outlast other types of canopy top bodies. Service tests under the most difficult hauling conditions have proved conclusively the superiority and lasting qualities of Mayer Canopy Top Bodies. The great rigidity of its construction makes it durable and one that may be depended upon for repair-free and long-time service. For hauling where canopy top is necessary for protection in bad weather, such as draying companies, vegetable growers, grocers, dry goods, etc., the Mayer Canopy Top body is especially adapted. The entire body frame is made up of structural steel yet so arranged that no part of the steel comes in contact with the load. The wood construction is of oak and poplar, accurately framed and well bolted together.



All-Steel Body Frame

Aluminum Frame Body can be furnished on request.

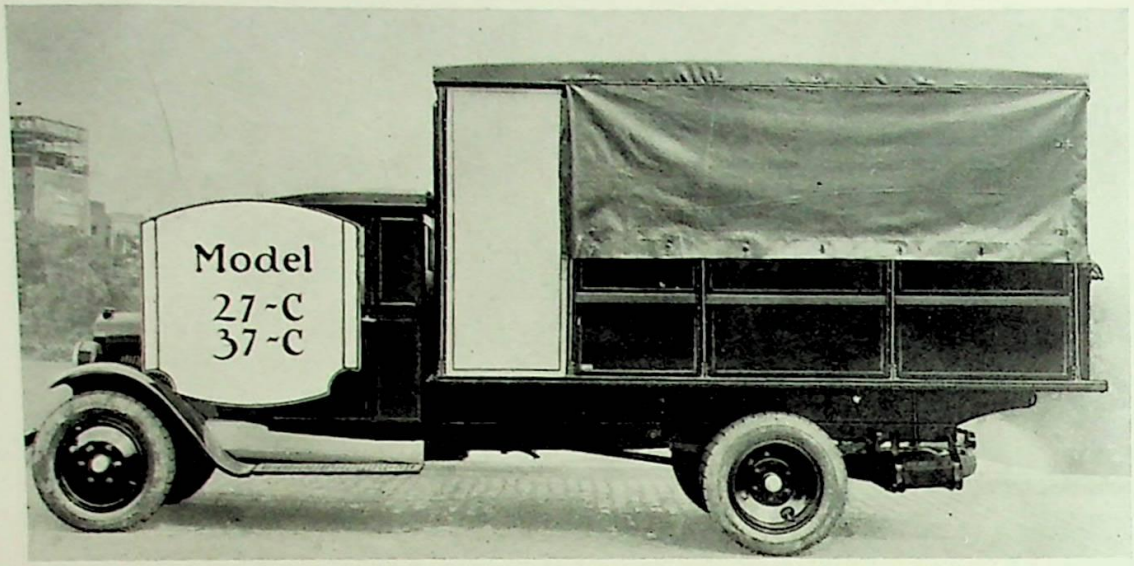


STANDARD SPECIFICATIONS

Four post, all steel pillars; permanent sides, flares and top; solid front as high as roof; open slat roof; curtains sides and rear; hinged endgate; oak floor 1" material, in lead only.

Sides and front constructed of either pressed steel or wood panels. See page 10 for general description.

Model 26-C—Capacity 1 to 2 Ton
Model 36-C—Capacity 2 to 5 Ton

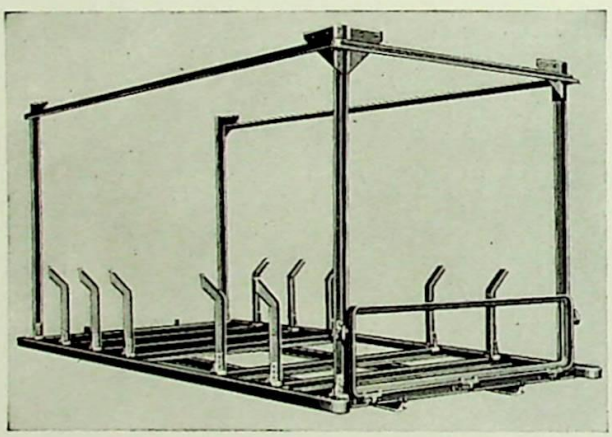


A MAYERBODY *with* CANOPY TOP

Six Post—With or Without Advertising Panels

In designing and building this canopy body, our aim is to build a strictly light-weight, first-class, high-grade body in every respect, rather than one to be sold at a low price. Thus this body is built for long life and repair-free service.

This style of body is designed according to correct engineering principles and embodies the results of over 60 years' experience in the manufacture of vehicle bodies of all kinds.

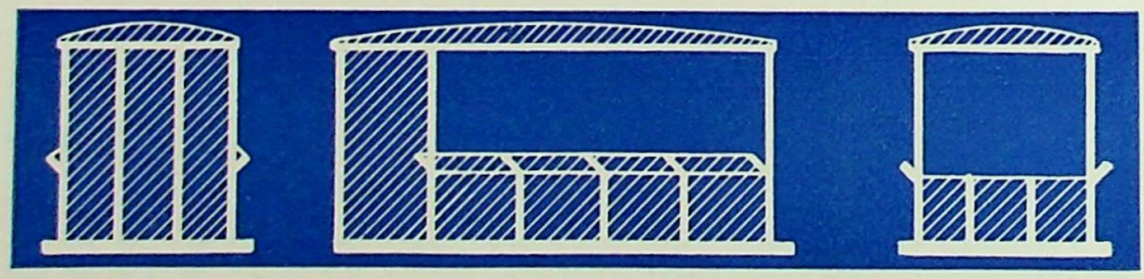


All-Steel Body Frame

Aluminum Frame Body can be furnished on request.

All steel built into the frame is of heavy construction and will outlast several times bodies which are of wood construction. This body is most rigid.

For hauling where protection against bad weather is necessary, as in the service of draying companies, vegetable growers, grocers, etc., the Mayerbody with Canopy Top is especially adapted.



STANDARD SPECIFICATIONS

All steel pillars; permanent sides, flares, and top; solid front, as high as roof; open slat roof; curtains sides and rear; hinged endgate; oak floor 1″ material; in lead only.

Sides and front constructed of either pressed steel or wood panels. See page 10 for general description.

WITH ADVERTISING PANELS

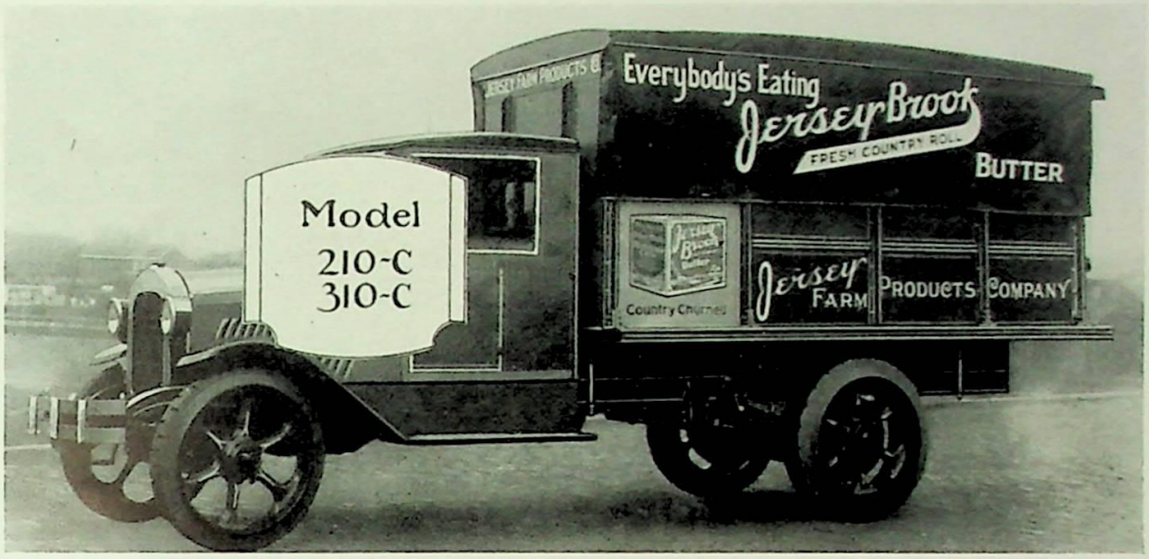
(Two full height, solid advertising panels at front)

Model 27-C—Capacity 1 to 2 Ton
Model 37-C—Capacity 2 to 5 Ton

NO ADVERTISING PANELS

Model 28-C—Capacity 1 to 2 Ton
Model 38-C—Capacity 2 to 5 Ton

MAYER ALL STEEL BODY FRAME



MAYERBODY CANOPY TOP

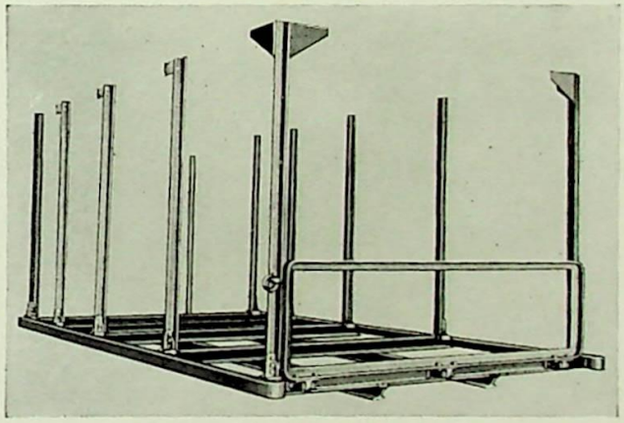
RACK SIDE

This rack side body, equipped with rolled sides and end curtains to protect the load in bad weather, is widely used by wholesalers and retailers, where protection against all kinds of weather is necessary.

The Mayerbody is designed and built to give long service under the hardest kind of usage. The materials used are selected from experience that has been gained in over 60 years of contact with conditions with all kinds of vehicles. Examine the kind of materials used in the construction of a Mayerbody and you will find these materials of a better grade than common practice dictates.

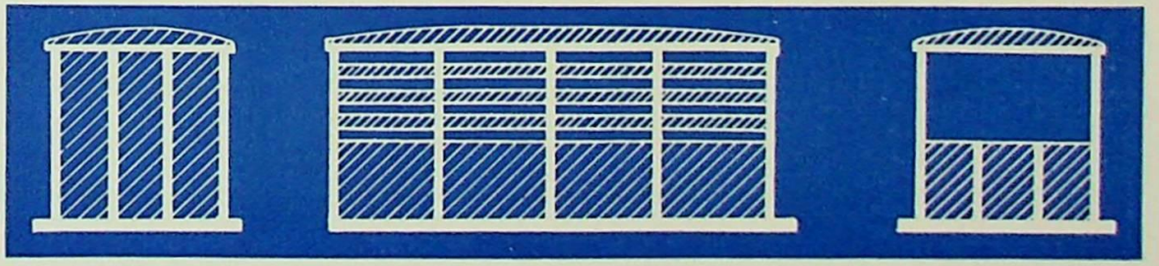
It combines simplicity, lightness and great strength. The exceptional strength and rigidity are due to the steel frame construction, as well as steel pillars.

This type of body is very generally used where maximum load protection is desired. Due to its outstanding merits, its field of use has constantly widened.



All-Steel Body Frame

Aluminum frame body can be furnished on request.



STANDARD SPECIFICATIONS

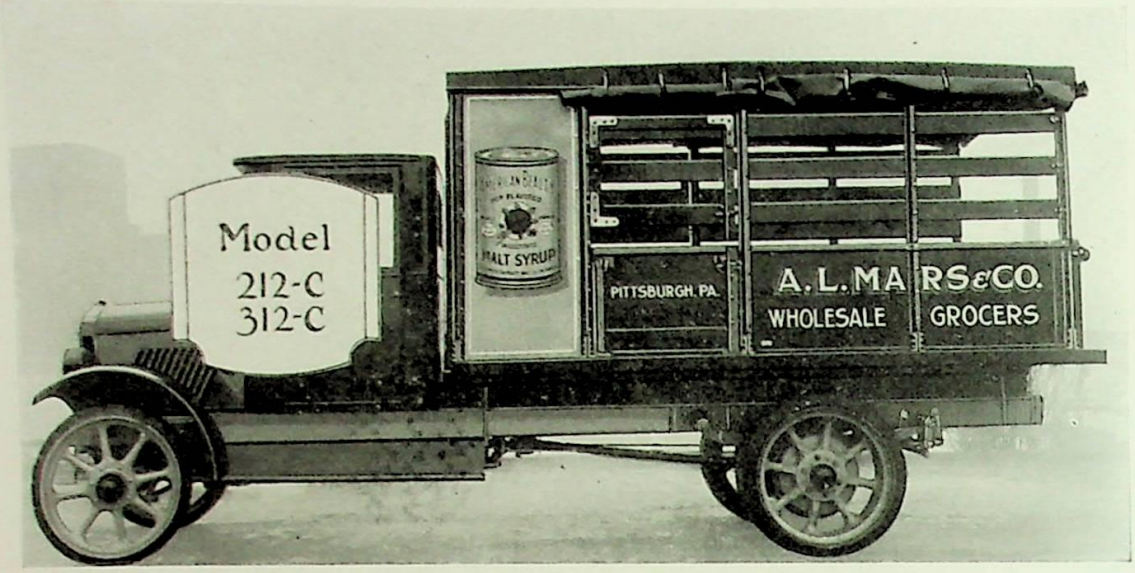
Six or eight-post canopy top; rack side body; all steel pillars, with four slats at sides; permanent sides; flare boards omitted; solid front as high as roof; open slat roof; curtains side and rear; hinged endgate; oak floor 1" material; in lead only.

SIX-POST MODELS

Model 29-C—Capacity 1 to 2 Tons
Model 39-C—Capacity 2 to 5 Tons

EIGHT-POST MODELS

Model 210-C—Capacity 1 to 2 Tons
Model 310-C—Capacity 2 to 5 Tons



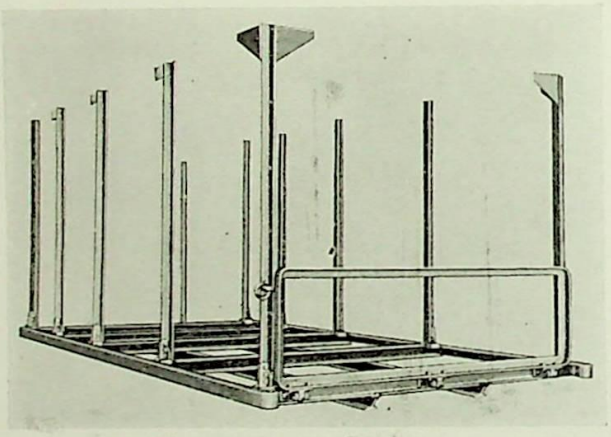
MAYERBODY CANOPY TOP—RACK SIDE

Eight or Ten Post—One Right Hinged Side Door

This type of body is suitable for all kinds of hauling where maximum load protection is necessary. Loads at right side and rear. Rolled side and end curtains.

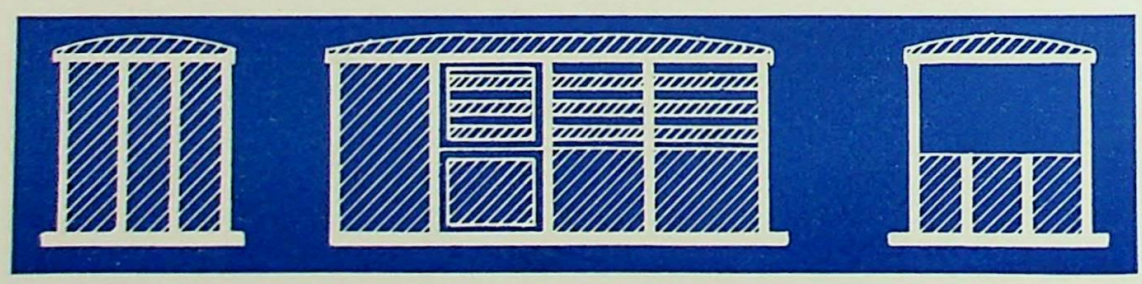
The exceptional strength, rigidity, and light weight of this style of body, are due to the steel frame construction. High carbon steel structurals are used, so as to permit light weight. This allows maximum load capacity.

In addition, the original strength of the steel structurals is increased by reason of special assembling which firmly lock the whole construction into an integral unit, thus distributing any concentrated load over the entire body. The highly satisfactory results of the Mayerbody steel frame construction is due to the harmonious design of all the related parts. Exceptionally rugged! Light in weight! Almost indestructible! For those who wish maximum load protection, you will not go wrong in buying a Mayerbody of this type.



All-Steel Body Frame

Aluminum frame body can be furnished on request.



STANDARD SPECIFICATIONS

Eight or ten post canopy top; rack side body with four slats at sides; all steel pillars outside; one right hinged side door; full height, floor to roof; permanent sides, front, slats and roof; open roof slats; flare boards omitted; curtains, sides, and rear; hinged endgate; double side doors can also be supplied, one to hinge at floor and the other to hinge at steel pillar; oak floor 1" material; in lead only.

WITH ADVERTISING PANELS

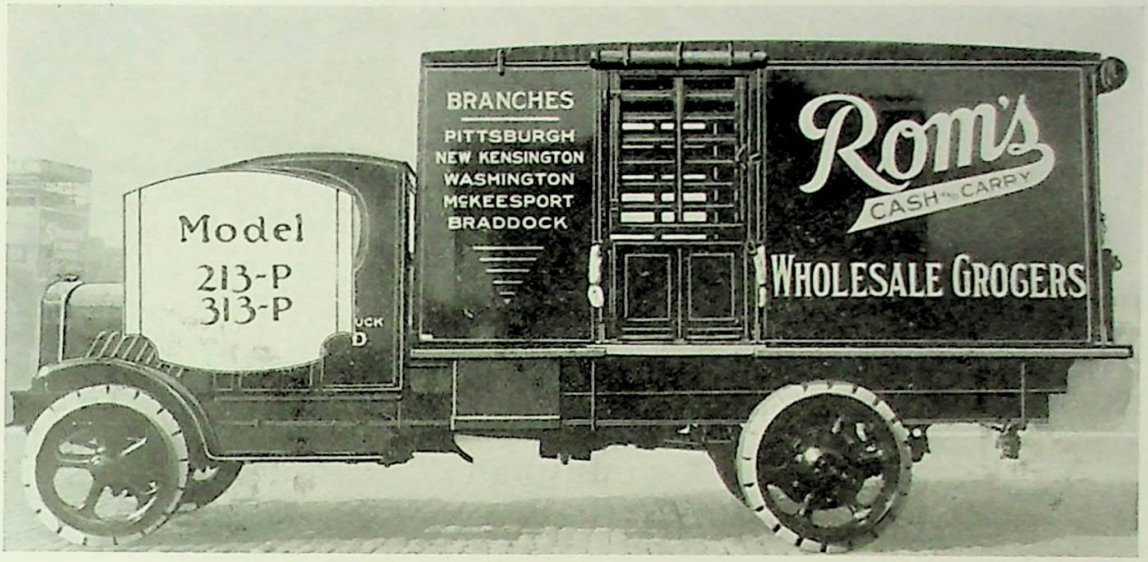
(Two full height, solid advertising panels at front)

Model 212-C—Capacity 1 to 2 Ton
Model 312-C—Capacity 2 to 5 Ton

NO ADVERTISING PANELS

Model 211-C—Capacity 1 to 2 Ton
Model 311-C—Capacity 2 to 5 Ton

MAYER ALL STEEL BODY FRAME



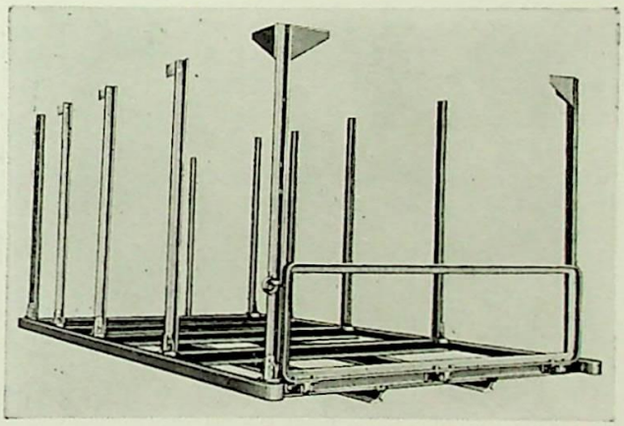
A MAYERBODY VAN *with* FULL PANEL

EIGHT OR TEN POST—SIDE DOOR

This Panel body gives complete protection for the most fragile loads. Widely used by wholesale grocers, bakeries, furniture stores, piano houses, and bulk perishable hauling. It has on right side a permanent hinged rack type side door to permit loading and unloading on side as well as back.

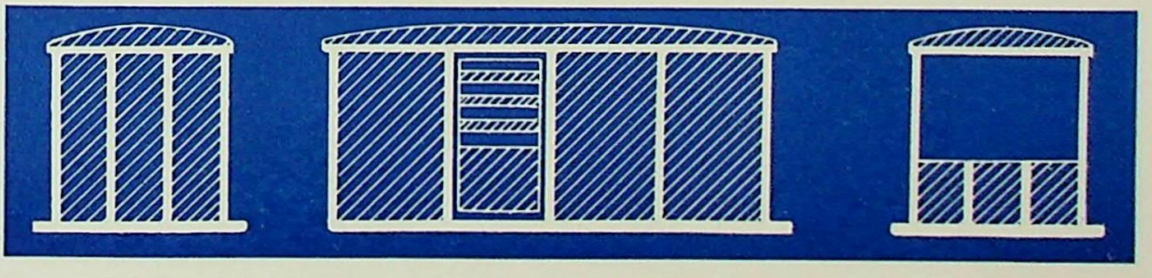
It is strongly built with steel angle and I-beam frame construction, fully braced to resist all strains. Joints cannot become loose or weak. The structural steel frame construction adds ample strength and rigidity to take care of the hardest haulage conditions.

All material and every hidden detail of construction represents the highest attainment in van body building. Mayerbodies are practically everlasting. An important feature about Mayerbodies is their light weight. This is important where laws limit the total weight of the truck. They are designed and constructed to meet all conditions.



All-Steel Body Frame

Aluminum frame body can be furnished on request.

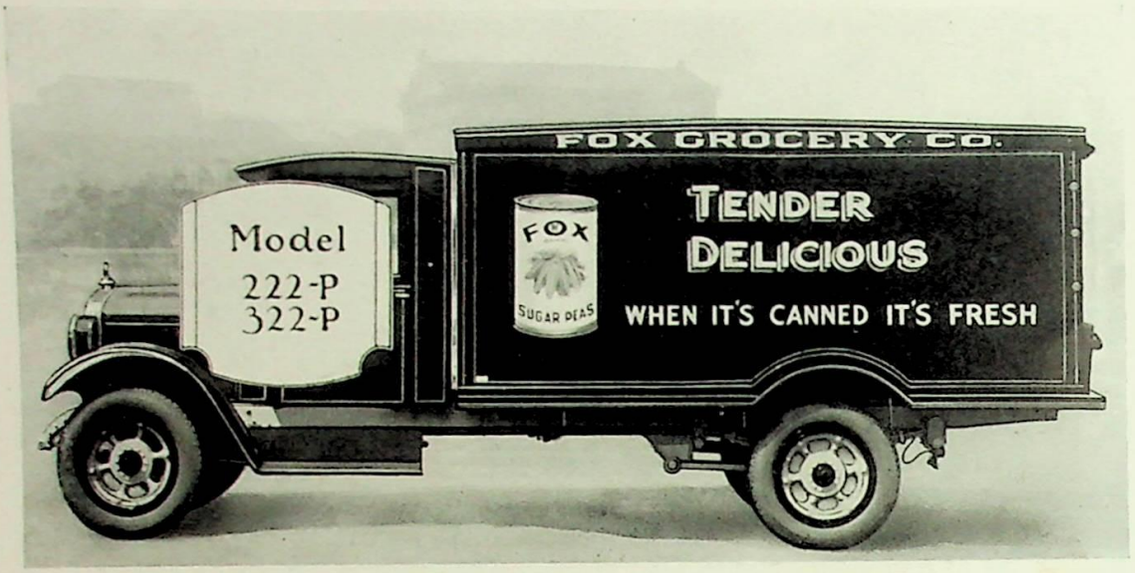


STANDARD SPECIFICATIONS

Eight or ten steel post full panel Van body with full height permanent sides, front and roof; all steel pillars inside; one right permanent hinged rack type side door; full height floor to roof; open roof slats; curtain at side door and rear; hinged endgate; oak floor 1" material; in lead only.

Sides and front constructed of either pressed steel or wood panels. See page 10 for general description.

Model 213-P—Capacity 1 to 2 Ton
Model 313-P—Capacity 2 to 5 Ton



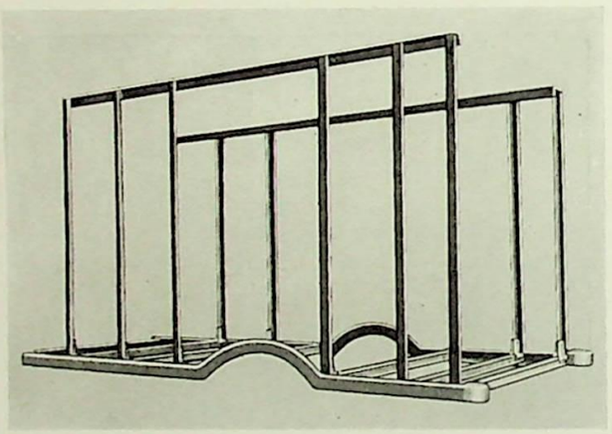
MAYERBODY VAN *with* FULL PANEL

EIGHT OR TEN POST—NO SIDE DOOR

Used extensively by wholesale grocers, bakeries, furniture stores, piano houses, etc., where complete protection is desired. It is loaded and unloaded from the endgate only.

The rigidity of Mayerbodies is notably increased by the steel frame construction throughout. The frame is made with steel channels and I-Beams into practically an unbreakable unit of construction.

The rugged construction of a Mayerbody will withstand continuous strains of the hardest kind of haulage.

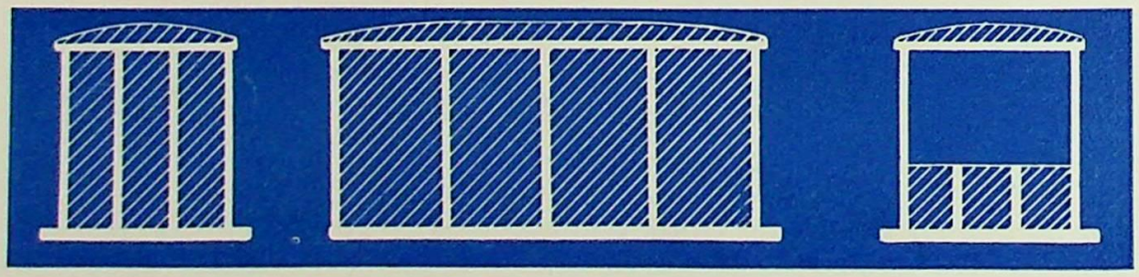


All Steel Frame Construction

Aluminum frame body can be furnished on request.

This is a day of specialization and the Mayer Body Corporation has been specializing in the manufacture of vehicle bodies over sixty years. This background of experience insures a truck body that will more than meet the owner's expectations. Special attention has been given to providing a body that will have a minimum weight in order to give maximum haulage and meet any state laws.

In case a side door is desired, see Models 213-P and 313-P.

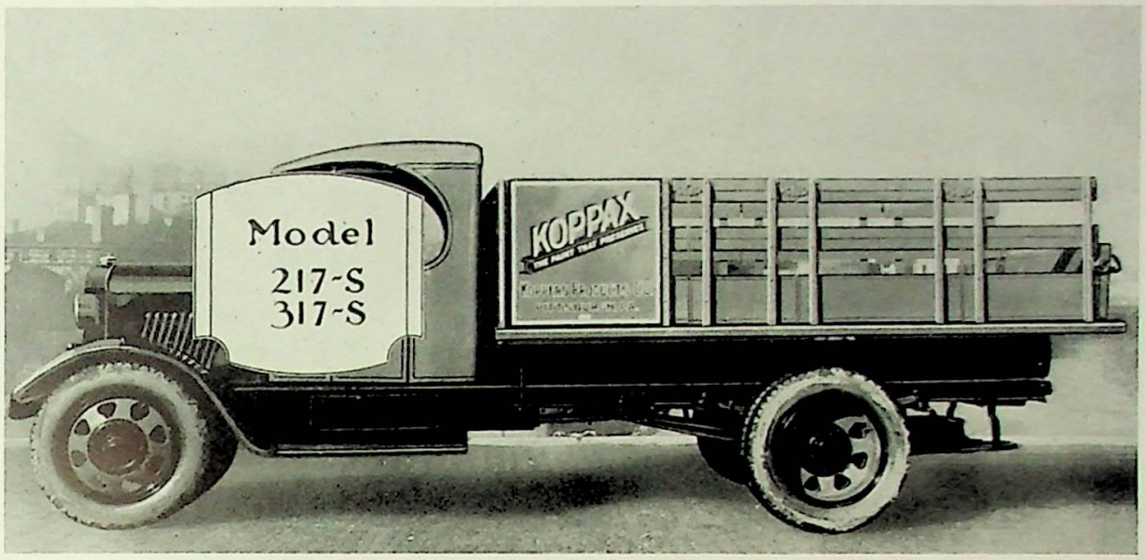


STANDARD SPECIFICATIONS

Eight or ten steel post full panel van body; full height permanent sides, front and roof; all steel pillars inside. Slats inside at sides, open slat roof; curtain at rear; hinged endgate at rear; oak floor 1" material; in lead only.

Sides and front constructed of either pressed steel or wood panels. See page 10 for general description.

Model 222-P—Capacity 1 to 2 Ton
Model 322-P—Capacity 2 to 5 Ton

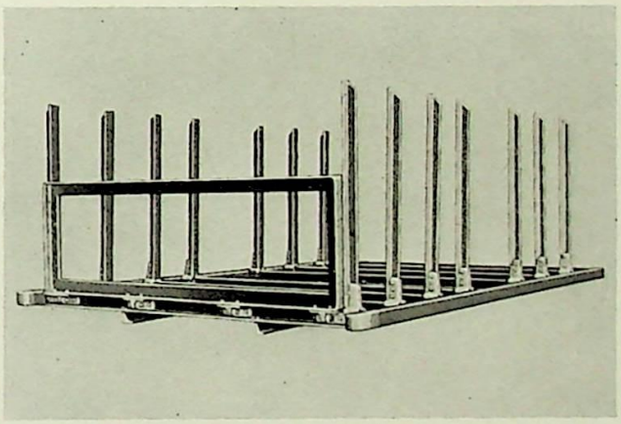


MAYERBODY—STAKE TYPE

This style of body is suitable for barrel hauling, crated materials, manufacturers, draying concerns, beverage companies, farmers, etc. Like all other types of Mayerbodies, it is built to last. Only the best materials are used and workmanship employed. The strength of any truck body is in its frame. Mayerbodies are all framed of steel I-beams and angles, and should not be confused with light, pressed steel structures or wood frames also on the market.

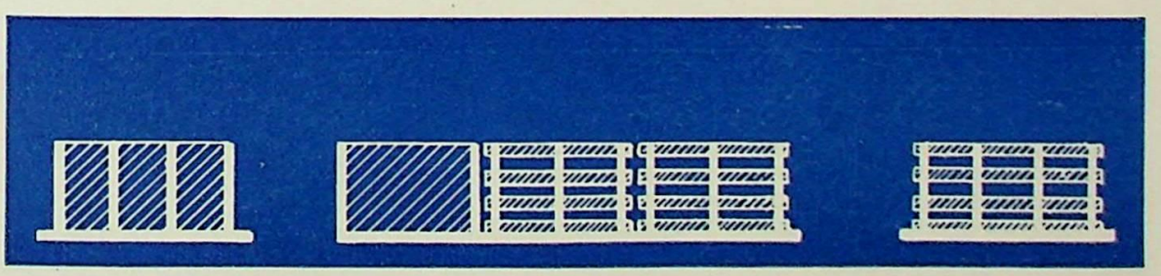
They measure up to every requirement for strength, rigidity, and lightness. The light weight is an important item where state or city regulations limit the gross weight of the truck. The steel frame makes a very rigid body and capable of withstanding excessive stresses of loads or hauling conditions.

A special feature of this type of body is the endgate which is constructed either single or double depending on the width of the body, the hinged gate being made removable. This type of endgate gives the added advantage of extending the floor to the full length of the endgate at any height desirable.



All-Steel Body Frame

Aluminum frame body can be furnished on request.



STANDARD SPECIFICATIONS

All steel pillars; side sections removable; rear sections hinged and removable; front end section solid to height of stakes; oak floor 1″ material; in lead only.

WITH ADVERTISING PANELS

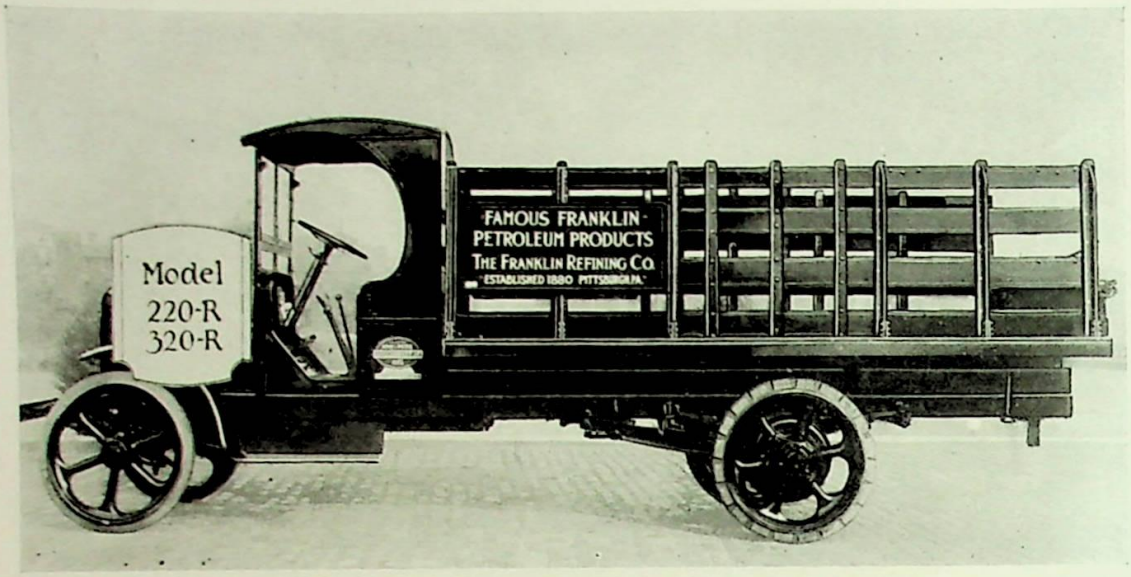
(Two full height, solid advertising panels at front)

Model 217-S—Capacity 1 to 2 Ton
Model 317-S—Capacity 2 to 5 Ton

NO ADVERTISING PANELS

Model 216-S—Capacity 1 to 2 Ton
Model 316-S—Capacity 2 to 5 Ton

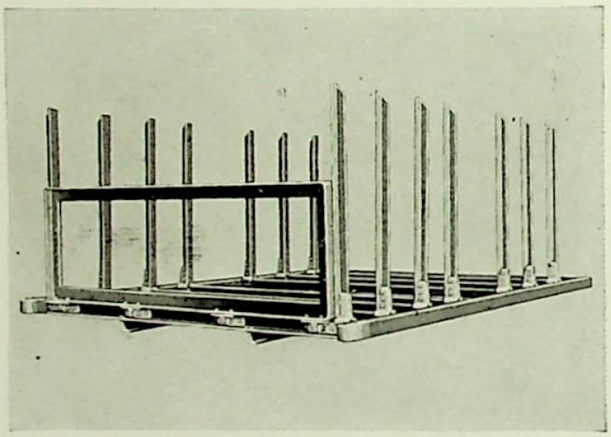
MAYER TRUCK EQUIPMENT



A MAYERBODY *with* PERMANENT RACK SIDES

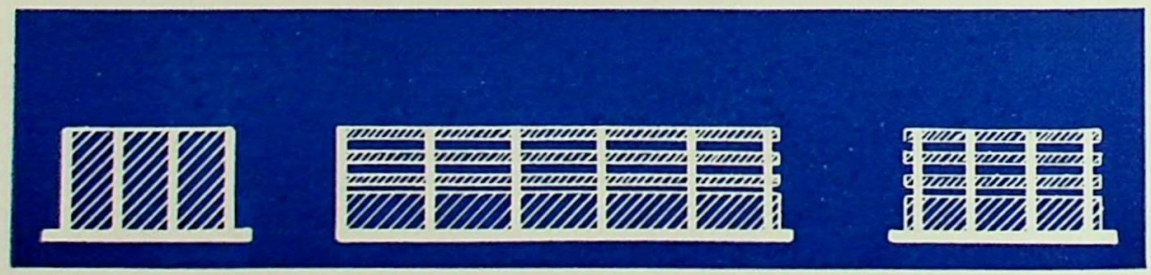
NO ADVERTISING PANEL

Mayerbodies are of specialized design and construction, unlike any other type of body. They are an engineering product, made in accordance with engineering principles. Thus, the Mayerbody with permanent rack sides combines strength, rigidity and lightness to meet the hardest haulage requirements of barrel hauling, crated materials, manufacturers, draying concerns, beverage companies, farmers, etc. Mayerbodies do not compete in any sense with so-called "standard bodies" put out by certain manufacturers. They are of entirely different character in workmanship and design. For instance: The body frame is of angle steel and I Beams, and designed for maximum strength and lightness, to meet *all* different conditions of loading and hauling. In addition, practically any size can be secured —widths and lengths to suit the owner's requirements.



All-Steel Body Frame

Aluminum frame body can be furnished on request.



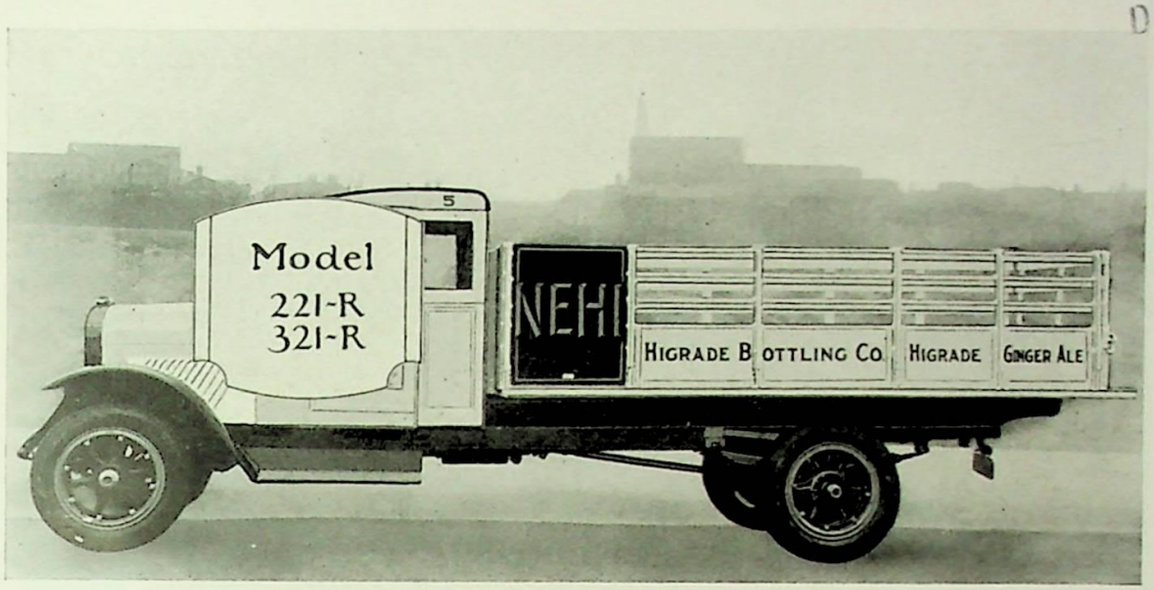
STANDARD SPECIFICATIONS

Permanent sides and slats above side panels; solid slatted front; slats above endgate, to match sides; hinged endgate at rear; oak floor 1″ material; in lead only.

Model 220-R—Capacity 1 to 2 Ton
Model 320-R—Capacity 2 to 5 Ton

MAYER ALL STEEL BODY FRAME

DIV. 10

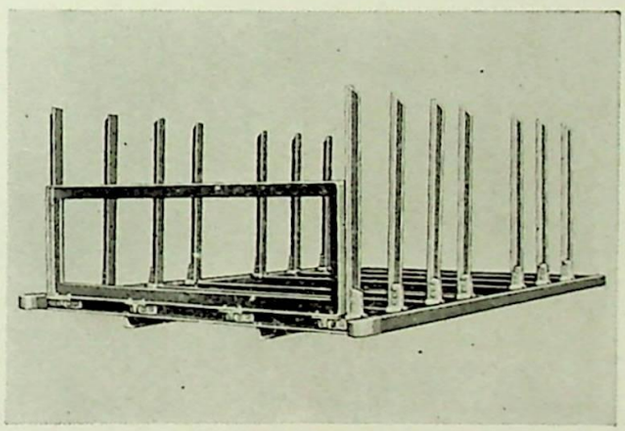


A MAYERBODY *with* PERMANENT RACK SIDES

This particular model has the advantage of permitting the owner to load at right side and rear, the former having a hinged door at the middle, while the remainder of the sides are permanent. Light in weight, sturdy in construction, it is designed to meet the haulage requirements of manufacturers, barrel hauling, crated materials, draying concerns, beverage companies, farmers, etc. It allows a diversity of haulage.

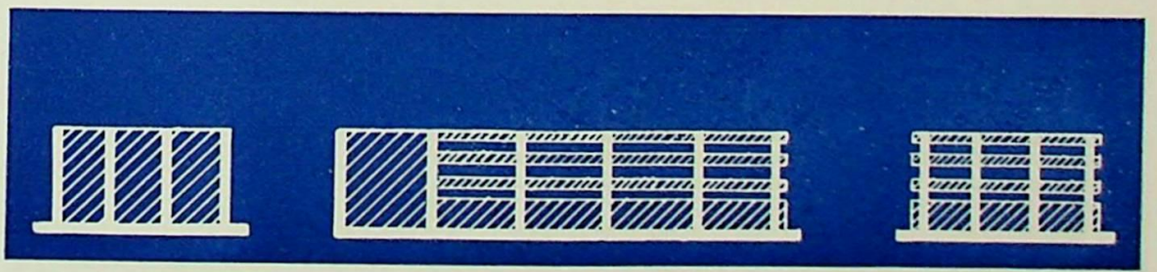
The framework is made up of steel angles and I-beams, strongly braced, which insures a perfectly rigid body. The exceptional combination of high strength and rigidity with light weight makes Mayerbodies most desirable for use where state laws limit the gross weight on the highways.

It is the most dependable and satisfactory body now on the market. By reason of its steel frame construction it cannot vibrate or loosen up. All stresses from hauling are evenly transmitted.



All-Steel Body Frame

Aluminum frame body can be furnished on request.



STANDARD SPECIFICATIONS

WITH ADVERTISING PANELS

All steel pillars; solid advertising panel at front; permanent side panel and three slat sections; permanent front as high as pillars; hinged endgate at rear with permanent slats above; oak floor 1" material; in lead only.

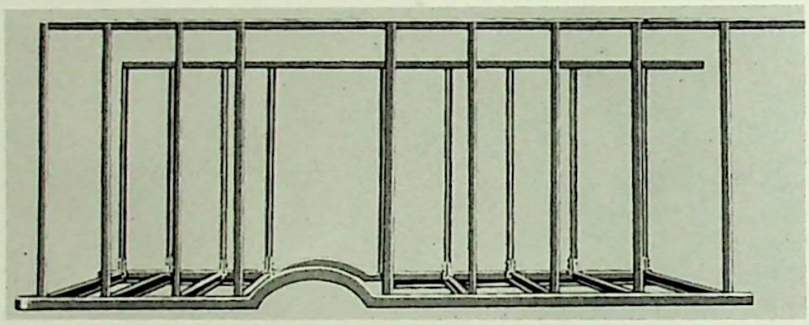
Model 221-R—Capacity 1 to 2 Ton
Model 321-R—Capacity 2 to 5 Ton

NO ADVERTISING PANELS

All steel pillars, with two permanent sections at right side front and rear of side opening; middle right side stake section one removable or hinged door; solid front as high as stakes constructed of slats or solid panels; hinged endgate at rear; left side solid, no door; oak floor 1" material; in lead only.

Model 215-R—Capacity 1 to 2 Ton
Model 315-R—Capacity 2 to 5 Ton

Mayer Full Panel Van Body with Built-in Cab



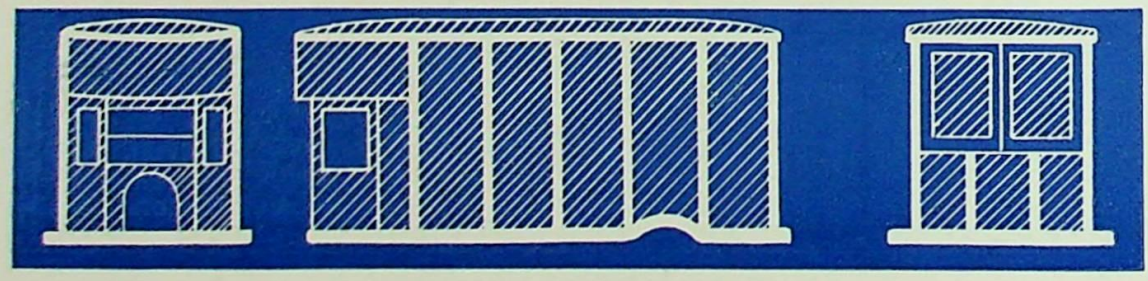
All-Steel Frame Construction

Aluminum body frame can be furnished on request.

The Mayer All-Steel Frame Van Body is the lightest body built today, considering its strength. This light weight insures maximum pay load at all times. The steel frame of a Mayerbody Van is an independent unit made of standard rolled structural shapes.

In estimating the stresses in rough or heavy haulage conditions, the extreme loads have been used as a basis of calculation. Provision has been made for concentrated or distributed loads over bed of body.

All body irons—sides, front and rear—are on the inside. This method of construction prevents any possible damage to the load through contact with the steel frame.



STANDARD SPECIFICATIONS

Eight or twelve post full panel van body with full height permanent vehisote sides; all steel subframe and pillars; steel pillars inside full height of sides from floor to roof; solid slat roof; double doors and hinged endgate at rear; full vestibule cab; built-in compartment over cab with entrance from inside of body; hinged doors in cab with window regulator; cushions and lazy-back; wheel housing at rear wheels; metal windshield; oak floor 1-inch material; in lead only.

Model 314 V—Capacity 2 to 3½ Ton.

MAYERBODY VAN SPECIAL FEATURES

ENDGATE—The endgate hinges are designed to practically close the space between the floor and the bottom of the endgate. The endgate when lowered level with the floor is flush without any joint between the floor and the endgate. Other type endgates with this pronounced offset require a second handling or lifting which is often forgotten and a broken furniture leg is the result. The endgate is bound with one continuous frame of steel angle.

REAR DOORS—The rear door hinges are of special design permitting the doors to open and lock against the sides out of the way when loading and locked to prevent the wind from accidentally blowing the doors shut.

GUARD RAIL—A heavy guard rail or bumper is placed on the outside of the side panel for protection against accident and is anchored to the subframe I-beam members.

LIGHTS AND ILLUMINATED SIGN—Both front and rear lights may be installed as required by law. Dome lights inside of body and in the cab can be included and are convenient for night work. An illuminated sign can be built into the front of the body at the bulk head or under the bulk head over the wind shield.

VENTILATOR—A very desirable feature which should be included with every van body is the Mayerbody patented ventilator system. This means fresh air in the body and cab at all times, and removal of hot air, dust and gas fumes. Further detail information concerning this exclusive feature may be found on page 13.

RUBBER INSULATORS — Another important feature which can be included in a van job and is well worth its extra cost are rubber insulators. These rubber pads are placed between the structural members of the body and cab and the chassis and reduce vibration to a remarkable degree. See page 11.

MAYER TRUCK EQUIPMENT

MAYERBODY VAN *with* STREAM LINE

Stream line van bodies always give the effect of a chassis, body and cab as one complete unit unlike the average body mounted above the chassis frame without a skirt, giving the effect of a body that does not belong to the chassis.

The standard Mayerbody van or panel is used as a base for the stream line body simply by adding a belt panel and skirt, continuing the belt through the full length of the body, cab, cowl and hood to the radiator, giving the effect of a straight belt line from the radiator to the rear end of the body, continuing around the back and painted in a color contrast lighter or darker than the main or large panels. This is a distinctive feature used today on all high price coach work or pleasure cars.

To obtain the stream line and skirt effect, the all-steel frame is continued below the floor, on a line with the front step at the lowest point of the front mudguard Tool boxes can be concealed in the skirt without showing on the outside, retaining the stream line effect. As many as four tool boxes can be built between the chassis frame and skirt paneling, two in front of the rear wheels and two at the rear.

There are many van bodies on the road today with a number of large tool and oil can boxes and tire carriers hung below the floor, forming unpleasant lines and spoiling the general appearance. The stream line body with skirt hides all this necessary equipment and is well worth the additional price.

TESTIMONIALS

HUBERT'S TRANSFER & STORAGE CO.
Pittsburgh, Pa.

MAYER BODY CORPORATION
PITTSBURGH, PA.

Gentlemen:

Now that we are one of the users of your all-steel frame van bodies and have operated same for a period of twelve months, it is my belief that this body is unusual in its construction, well designed, and made of good material.

It just seems to prove unusually well constructed considering all operating conditions and will be a saving, I am sure, as the weight of same is considerable lighter and will serve a longer period of time than the wooden body. Our second van order equipped with ventilators that is now in operation proves the above statements.

(*Signed*) GEO. J. HUBERT.

J. L. HARMON & SONS
PITTSBURGH, PA.

MAYER BODY CORPORATION
PITTSBURGH, PA.

Gentlemen:

We take great pleasure in writing you and congratulating you on the fine workmanship on our van body built by your company.

It has now been in service over eight months and has gone over 20,000 miles, all long distance work, and is in excellent condition today.

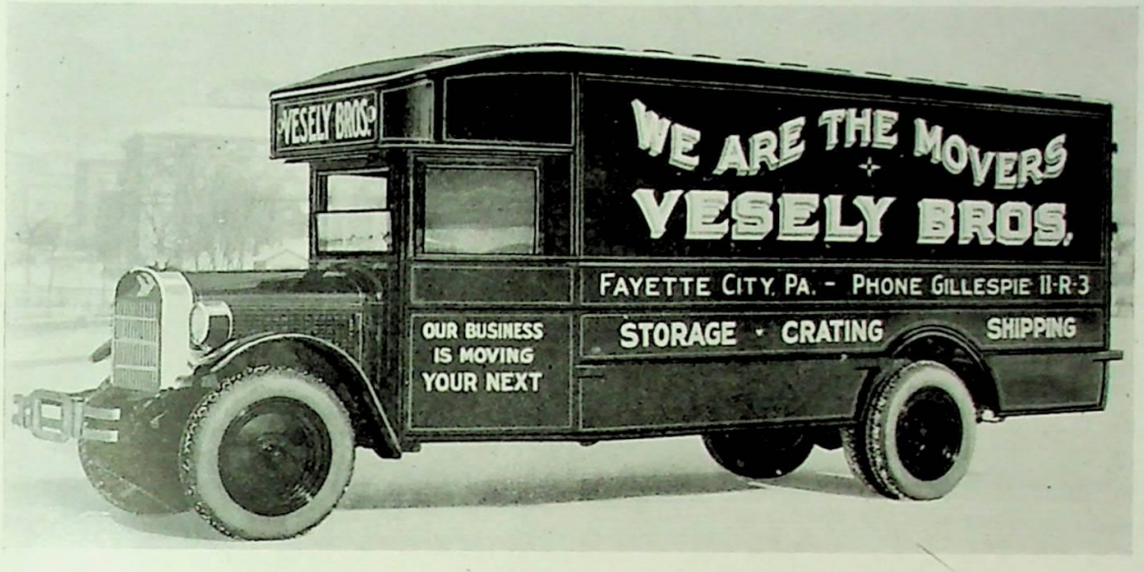
The all-steel body frame used in construction has held this body in wonderful condition, owing to the fact that some of our trips have taken it to Boston, Chicago and Detroit and at least six trips East over the mountains and encountered all sorts of roads and detours, and we can find no place that the body or frame work has loosened up.

(*Signed*) D. HARMON.

MAYER ALL STEEL BODY FRAME

MAYERBODY VAN *with* STREAM LINE

DIV. 10


VESELY BROS.
WE ARE THE MOVERS
VESELY BROS.
FAYETTE CITY, PA. - PHONE GILLESPIE 11-R-3
OUR BUSINESS IS MOVING YOUR NEXT
STORAGE · CRATING · SHIPPING

H. V. CRAY TRANSFER & STORAGE
PITTSBURGH, PA.

MAYER BODY CORPORATION
PITTSBURGH, PA.

Gentlemen:

It has been my intention for some time to write you in regard to the all-steel frame van body you built for us.

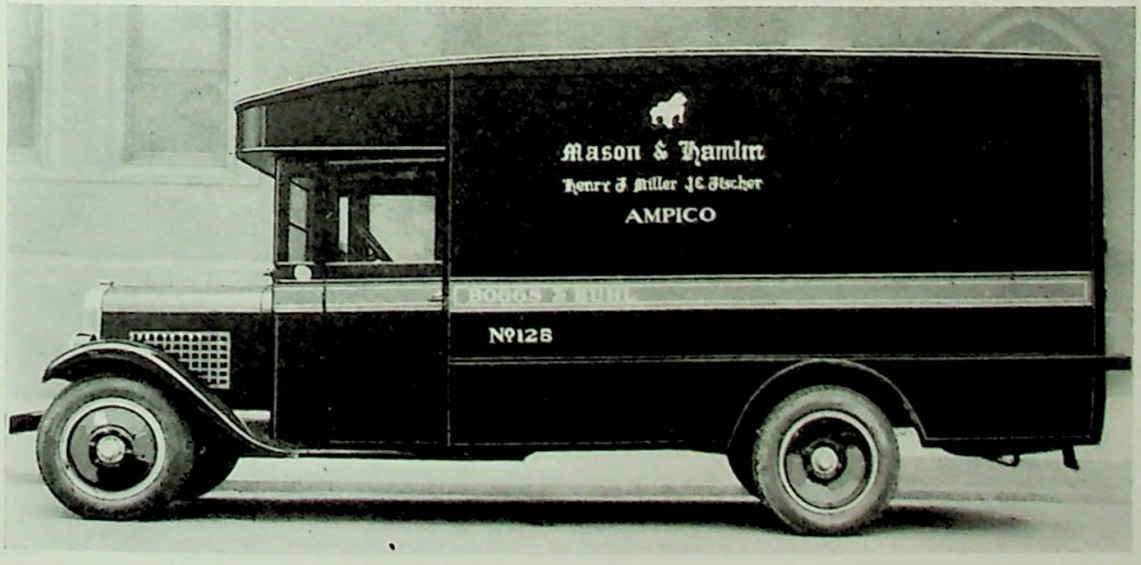
This job has now covered about twenty thousand miles. Its construction stands the hard knocks of long distance trips better than any body I have had. As yet it looks like a new truck.

Another fine feature of this job is the painting and lettering. No matter where we go it takes the people's eye. It is a wonderful advertisement for me.

I hope to be in the market in the near future for a new van and I assure you the Mayer Body Corporation will do the job.

Thanking you for your interest, I beg to remain,

(*Signed*) H. V. CRAY.

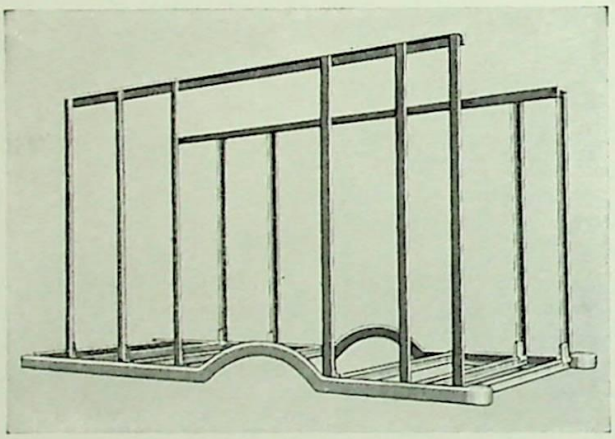


MAYER FULL PANEL BODY *and* VESTIBULE CAB

CONSTRUCTED AS ONE UNIT

This style of body is generally used by bakeries, caterers, dry goods, florists, butter and eggs, cleaners and dyers, department stores, dairies, flour, groceries, and laundries; in fact any kind of light package delivery requiring delicate protection from all dirt, dust and changing weather conditions.

The body is mounted low with wheel housings at rear wheels, body and cab being one unit. The Mayerbody patented superframe is used throughout and is composed of standard rolled steel shapes securely bolted or welded together. This is the most permanent of all types of construction.

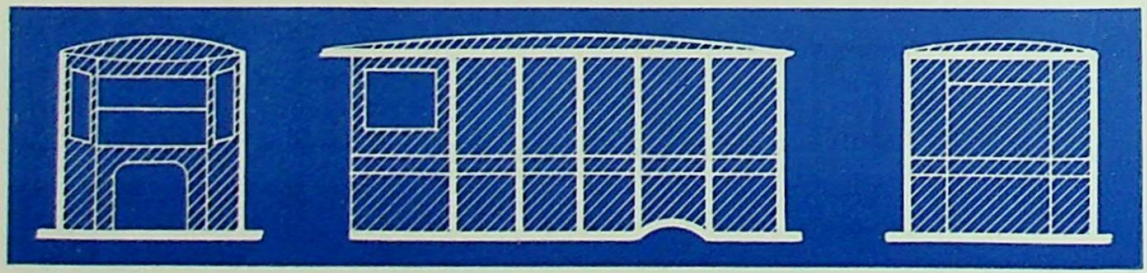


All-Steel Frame Construction

Aluminum frame body can be furnished on request.

A stream line effect can be obtained with this type of body by specifying a line of paneling from the radiator to the rear end of the body, continuing around the rear. Stream line designing unites the body and cab with the chassis, giving a general single unit effect, unlike most bodies that give the appearance of two units, the body resembling a unit that would suit better on some other chassis.

Mayerbody exclusive patented ventilator and rubber insulators can be furnished with this type of body. See pages 11 and 15 for complete descriptions.



STANDARD SPECIFICATIONS

Vehisote or metal panels; hinged cab doors; crank window regulators; steel windshield; single door rear; wheel housing square inside; solid roof slats; slat lining inside; permanent lazyback; spring cushions; partition rear of driver as high as lazyback; oak floor 1-inch material; in lead only.

Model 323 PV—Capacity 1 to 2½ Ton.

MAYER ALL STEEL BODY FRAME

WARD BAKING COMPANY
PITTSBURGH, PA.

MAYER BODY CORPORATION
PITTSBURGH, PA.

Gentlemen:

In reply to your letter of August 24th, we are pleased to advise that we have one Mayer All-Steel Body frame in use for almost one year and it is proving very satisfactory, in every sense of the word. It is much stronger than the old type wood body and at the same time it is much lighter.

It is giving real satisfaction and we are very well pleased with it.

(*Signed*) R. A. JACKSON, MGR.

PITTSBURGH PRETZEL COMPANY, Ltd.
PITTSBURGH, PA.

MAYER BODY CORPORATION
PITTSBURGH, PA.

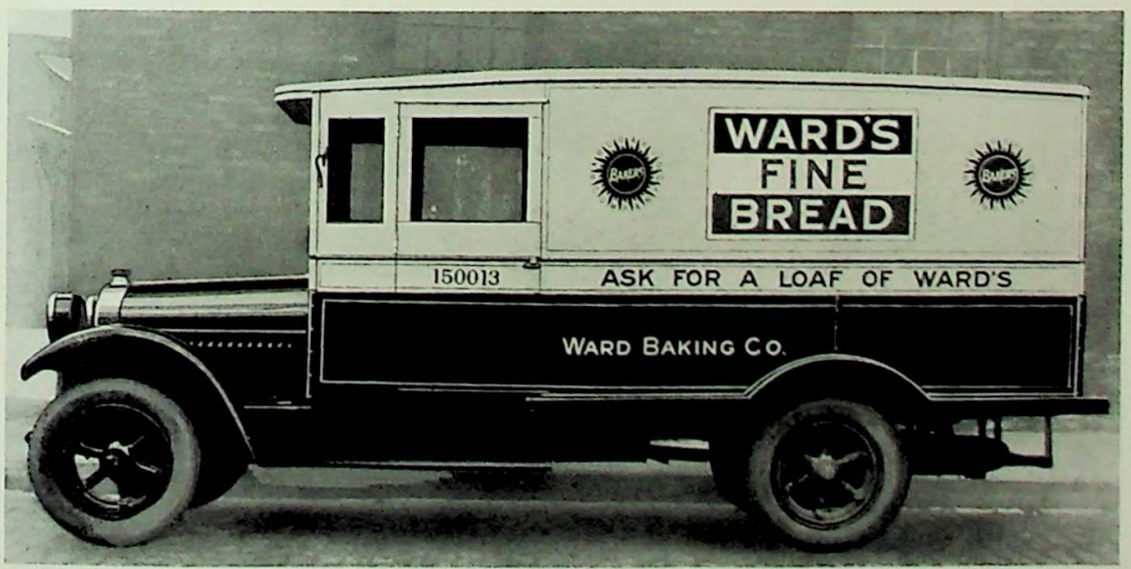
Gentlemen:

Our impression of the two bodies you built for us, would say we have had them in use long enough to say they will wear. But for service so far and the plan and beauty of the body this has been the best body we ever had on our trucks.

Truck bodies have been the bone of contention for us for the past fifteen years and at last we believe we have found what we want, and think you should have some glory for your work. So take these few words of ours as candid opinion.

Wishing you much success.

(*Signed*) H. B. McNEAL, MGR.



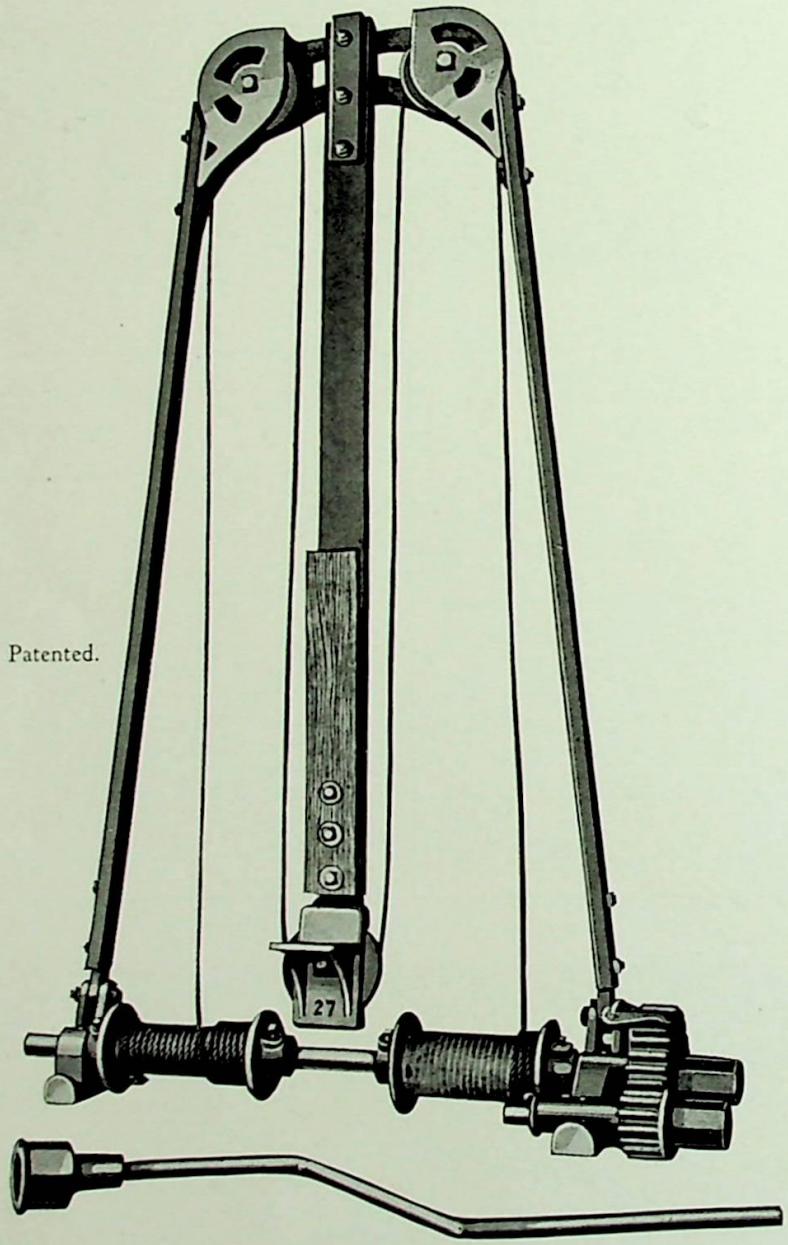
MAYER TRUCK EQUIPMENT

MAYERBODY HAND HOIST

For All Trucks. TWO SPEEDS Universal Mounting.

CAPACITY 1 TO 2½ TONS

Patented.



Power, Speed—When You Want It

MOUNTING SPACE BETWEEN BODY AND CAB 6 INCHES

THE ONLY HAND HOIST WITH ROLLER BEARINGS

The Mayerbody Hand Hoist is constructed to fit any chassis frame from 30 to 38 inches wide. Universal mounting. Same can be mounted within 60 minutes.

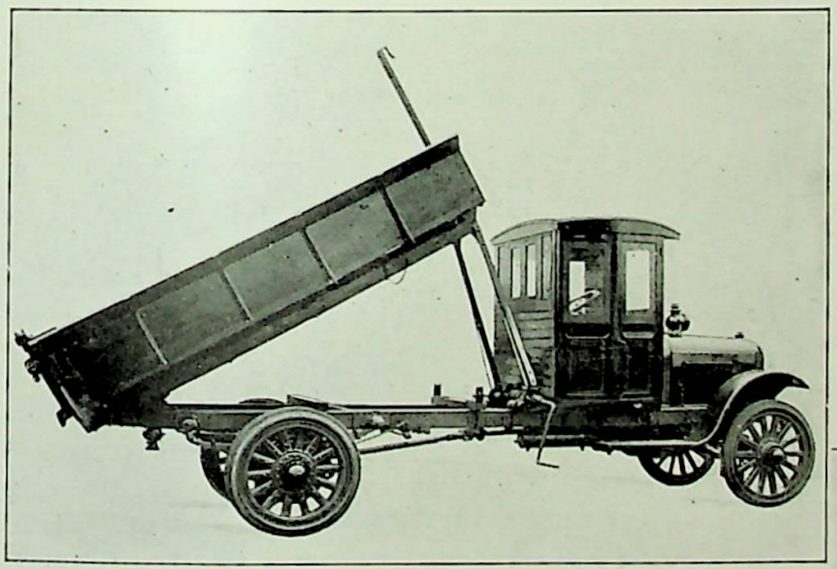
The hoist does not require the drilling of any holes in the chassis frame, four heavy U bolts are used instead. The principle employs the greatest lifting power at the beginning of the operation, when the load is heaviest, and less as the body rises.

The wire cable winds and unwinds in layers upon the drums. The large lifting drum diameter becomes larger, and the small lifting drum diameter becomes smaller, thus developing more speed as the load is raised but no additional effort on the part of the operator. You also have your first speed to drop into in case you want more power.

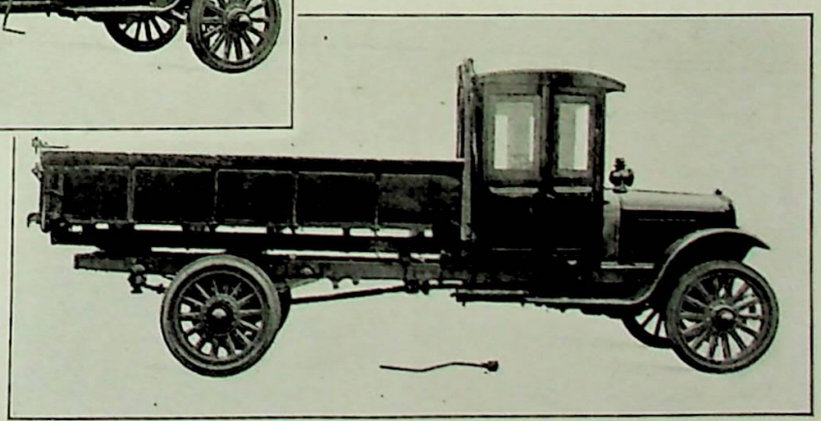
The most essential feature of a Hand Hoist is speed. The Mayerbody Hand Hoist is the only two-speed hoist on the market. Raise the body to a dumping height in less than two minutes. The hoist is designed with roller bearings on the principle of a differential block, with the aid of a large and small spur gear. We make the load do part of the lifting. The load acts as a weight helping the operator. The capacity is 2½ tons, tested to 4 tons. It is not out of place on a 1 or 1½ ton truck. Can be easily elevated by one man. The body can be stopped and securely held at any elevation.

A much talked of feature next in importance is space back of driver's seat, occupied by the hoist. The Mayerbody Hand Hoist occupies less than six inches of space between body and cab. No other hoist of this type has such small mounting space. The regular stationary body must be mounted at least two inches away from the cab; this makes the additional space occupied by the Mayerbody Hand Hoist less than three inches.

The Mayerbody Hand Hoist is about the same height as the cab, enabling the truck to pass under low trestles or coal chutes.



Here is a Hand Hoist, the lightest weight, considering its lifting power, on the market today. A feature each truck owner should consider. Weight, 240 lbs. complete.



Dumps a 2½ ton load in less than two minutes. Height about equal to that of the cab.

WEIGHTS OF COMMODITIES

	Lbs. per Cu. Ft.	Number of Pounds	Per
Acid, Nitric	76	1020	100 gal.
Acid, Sulphuric	115	1540	100 gal.
Alcohol		675	100 gal.
Aluminum	167		
Antimony, Cast	418		
Apples, 1 Bu.		50	bushel
Apples, 1 Bbl. (3.28 Bu.)		180	barrel
Apples, 4 Basket Crate		25.0	crate
Apples, 6 Basket Crate—24 x 12⅛ x 10⅞" high		37.5	crate
Asbestos	153—192		
Ash, Kiln Dried	36.0	3000	M Bd. Ft.
Ash, Black, Air Dried	38.4	3200	M Bd. Ft.
Ash, Black, Green	55.2	4600	M Bd. Ft.
Ash, Red, U. S. Seasoned	40.0	3300	M Bd. Ft.
Ash, White, Kiln Dried	38.0—40.0	3170—3300	M Bd. Ft.
Ash, White, Air Dried	45.6	3400	M Bd. Ft.
Ash, White, Green	55.2	4600	M Bd. Ft.
Ashes, Hard, Coal	26—37	702—999	cu. yd.
Ashes, Soft Coal with Clinkers	37—56	999—1512	cu yd.
Ashes, Soft Coal, Ordinarily	40—45	1080—1215	cu. yd.
Asparagus, Crate—20⅜ x 11½ x 11" High			
Asphalt	130	2349	cu. yd.
Asphalt, Brick	130	2700—3510	cu. yd.
Babbitt	440.6		
Bananas, Jamica First, Slack Barrel, 3.28 Bu. 28½ x 17⅛ x 20⅜" High		105	barrel
Bananas, Port Limons, Slack Barrel, 3.28 Bu. 28½ x 17⅛ x 20⅜" High		140	barrel
Barley		48	barrel
Barrel Slack, for Dry Commodities, 3.28 Bu. 28½ x 17⅛ x 20⅜" High			
Basswood, Kiln Dried	25.2	2100	M Bd. Ft.
Beans, Dry		60	bushel
Beans, 4 Basket Crate		17.5	crate
Beans, 6 Basket Crate—24 x 12⅛ x 10⅞" High		27.5	crate
Beans, 24-Pint Crate		16.7	crate
Beans, 24-Quart Crate		33.5	crate
Beechwood		3250	cord
Beechwood, Air Dried	30.1	2500	M Bd. Ft.
Beef, Slack Barrel—28½ x 17⅛ x 20⅜" High		200	barrel
Beer		390	barrel
Beets		55—60	bushel
Beets, Florida Cabbage Bbl. Crate—36 x 18⅝ x 12⅝" High		180.0	crate
Beets, Norfolk Cabbage Bbl. Crate—37⅜ x 18¾ x 12¾" High		180.00	crate
Beets, Slack Barrel, 3 Bu.—28½ x 16½ x 21" High		120	barrel
Beets, Slack Barrel, 4 Bu. 28½x19½"		160	barrel
Beets, Slack Barrel, 4.5 Bu. 30 x 20"		180	barrel
Berries, 24-Pint Crate		20.0	crate
Berries, 24-Quart Crate		38.0	crate
Birch Wood, Air Dried	48.0	4000	M Bd. Ft.
Black Walnut	46.6	3880	M Bd. Ft.
Block, Paving		8750	1000
Blue-Stone	147		
Box Wood	60—70	5000—8400	M Bd. Ft.
Bran		20	bushel
Brass, Common	523		
Brick, Soft Inferior	100		
Brick, Common	112		
Brick, Hard	125		
Brick, Best Pressed	135—150		
Bronze	552		
Buckwheat		48	bushel
Butter, Tub, 13½" Dia. x 12½" Hgh.		30	tub
Butter, Tub, 16½" Dia. x 15" Hgh.		60	tub
Butternut, Dry	30.0	2500	M Bd. Ft.
Cabbage, Florida Cabbage Bbl. Crate 36 x 18⅝ x 12⅝" High		50	bushel
Cabbage, Norfolk Cabbage Bbl. Crate 37⅜ x 18¾ x 12¾" High			
Cabbage, Huber Crate, 30 x 16¾ x 16¾" High		115.0	crate
Cabbage, Huber Crate, 24 x 16 x 12" High		60	crate
Cantaloupe, 4 Basket Crate		18.0	crate
Cantaloupe, Florida Cantaloupe Crate 24 x 12⅝ x 12⅝" High			
Cantaloupe, Norfolk Cantaloupe, Crate 24½ x 12¾ x 12¾" High			
Cantaloupe Pony Crate 24 x 11⅝ x 11⅝" High			
Cantaloupe, 6 Basket Crate, 24 x 12⅛ x 10⅞" High		27.5	crate
Carrots		50	bushel
Carrots, Per Crate		150	crate
Carrots, Slack Barrel, 3 Bu. 28½ x 16½		100	barrel
Carrots, Slack Barrel, 4 Bu. 28½ x 19½		135	barrel
Carrots, Slack Barrel, 4.5 Bu. 30x20"		150	barrel
Cauliflower, Florida Cabbage Barrel Crate 36 x 18⅝ x 12¾" High			
Cauliflower, Norfolk Cabbage Barrel Crate 37¾ x 18¾ x 12¾" High			
Cedar, Kiln Dried	26.4	2200	M Bd. Ft.
Cedar, Red (U. S. Seasoned or white)	22.0	1830	M Bd Ft.
Celery, Crate, Standard No. 1, 24 x 20½ x 10½" High			
Celery, Crate, Standard No. 2, 24 x 20¾ x 10¾" High			
Celery, Slack Barrel, 3 Bu. 28½ x 16½"		120	barre
Celery, Slack Barrel, 4 Bu. 28½ x 19½"		160	barrel
Celery, Slack Barrel, 4.5 Bu. 30 x 20"		180	barrel
Cement, Chrome	135		
Cement, Hydraulic	65		
Cement, Magnesia	127		
Cement, Natural	56	94	bag
Cement, Natural Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		300	barre
Cement, Portland		94	bag
Cement, Portland, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		380	barrel
Cement, Portland, Standard Proportioning	90—100		
Cement, Portland, Packed as in Barrels	108—115		
Cement, Portland, Loose	88—92		
Cement, Rosendale			
Cement, Rosendale, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		300	barrel
Cement, Silica	15		
Cement, Western			
Cement, Western, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		265	barrel
Charcoal (Pines and Oaks)	15—30	405—810	cu. yd.
Cheese, Box, 16⅛" Dia. x 6⅜" Hgt.		30	box
Cheese, Box, 15½" Dia. x 15" Height		60	box
Cherry, Air Dried	45.6	3800	M Bd. Ft.
Chestnut		2350	cord
Chestnut, Air Dried	36.6	2800	M Bd. Ft.
Chestnut, Green	60.0	5000	M Bd. Ft.
Chestnuts		50	bushel
Chicken, Broilers, Crate, 16 x 16 x 4½" High		36	crate
Chickens, Fowl, Crate 16 x 16 x 8" High		74	crate
Chickens, Roasters, Crate, 19 x 16 x 8" High		75	crate
Chicory, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		60	barrel
Chicory, Slack Barrel, 4 Bu. 28½ 19½"		80	barrel
Chicory, Slack Barrel, 4.5 Bu. 30x20"		90	barrel
Cinders	40—52	1080—1404	cu. yd.
Citrus Fruit, Crate, 27½ x 12¾ x 12¾" High			
Clay, Dry Loose Lumps	63—85	1701—2295	cu. yd.
Clay, Wet	110	2970	cu. yd.
Clay, Wet Shaken	104	2808	cu. yd.
Clay, Solid	120—150	3240—4050	cu. yd.
Clay and Gravel, Dry	100	2700	cu. yd.
Clay and Gravel, Excavated in Water	65	1755	cu. yd.
Clover		25	bushel
Clover Seed		60	bushel
Coal, Anthracite		80	bushel
Coal, Hard or Anthracite, Broken	52—57	1404—1539	cu. yd.
Coal, Soft or Bituminous, Solid	79—84	2133—2268	cu. yd.
Coal, Soft Richmond Lump	50	1350	cu. yd.
Coal, Soft Cannel Coal	53	1431	cu. yd.
Coal, Soft Virginia Mine Run	53	1431	cu. yd.
Coal, Soft Pocahontas Mine Run	57	1539	cu. yd.
Coke		40	bushel
Coke, Lump Loose	23—32	621—864	cu. yd.
Coke, Solvay Furnace	29	783	cu. yd.
Coke, Solvay Egg	31	837	cu. yd.
Coke, Solvay Chestnut	31	837	cu. yd.
Coke, Solvay Pea	31	837	cu. yd.
Coke, Gas, Furnace	27	729	cu. yd.
Coke, Gas, Egg	29	783	cu. yd.
Coke, Gas, Chestnut	29	783	cu. yd.
Coke, Gas, Pea	29	783	cu. yd.
Concrete	120—155	3240—1481	cu. yd.
Copper	552		
Cork, Dry	15		
Corn, Green, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		98	barrel
Corn, Green, Slack Barrel, 4 Bu. 28½ x 19½"		130	barrel
Corn, Green, Slack Barrel, 4.5 Bu. 30 x 20"		146	barrel
Corn, In Ear		70	bushel
Corn, Shelled		56	bushel
Corn-meal, Bolted		44	bushel
Cotton, Standard Bale, 27 x 27 x 54"	226	515	bale
Cotton, Compressed Bale, 25 x 25 x 54"	263	515	bale
Cotton Seed		32	bushel
Cotton Wood, Kiln Dried	28.8	2400	M Bd. Ft
Cranberries, Slack Barrel, 2.7 Bu. 28½ x 16¼ x 18⅝" Height			
Crude Oil	48.0	642	100 gal.
Cucumbers		48	bushel
Cucumbers, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		120	barrel
Cucumbers, Slack Barrel, 4 Bu. 28½ x 19½"		160	barrel
Cucumbers, Slack Barrel, 4.5 Bu. 30 x 20"		180	barrel
Cucumbers, 4 Basket Crate		20.0	crate

WEIGHTS OF COMMODITIES

	Lbs. per Cu. Ft.	Number of Pounds	Per
Cucumbers, 6 Basket Crate, 24 x 12⅛ x 10⅞" High		30.0	crate
Cucumbers, Standard Bushel Crate, 17 x 12⅞ x 12⅞"			
Cumquats, Citrus Fruit Crate, 27¼ x 12¾ x 12¾"			
Cypress, Air Dried	36.1	3000	M Bd. Ft.
Earth (common loam) Perfectly Dry, Loose	72—80	1844—2160	cu. yd.
Earth, Perfectly Dry, Shaken	82—92	2214—2484	cu. yd.
Earth, Perfectly Dry, Rammed	90—100	2430—1700	cu. yd.
Earth, Slightly Moist, Loose	70—76	1890—2052	cu. yd.
Earth, More Moist, Loose	66—68	1782—1836	cu. yd.
Earth, More Moist, Packed	90—100	2430—2700	cu. yd.
Earth, More Moist, Shaken	75—90	2025—2430	cu. yd.
Earth, Soft Flowing Mud	104—112	2808—3024	cu. yd.
Earth, Soft Flowing Mud, Well Pressed	110—120	2970—3240	cu. yd.
Earth and Gravel, Dry and Loose	100	2700	cu. yd.
Earth and Gravel, Dry Rammed	120	3240	cu. yd.
Earth and Gravel, Wet	120	3240	cu. yd.
Earth and Sand, Dry, Loose	100	2700	cu. yd.
Earth and Sand, Dry, Rammed	120	3240	cu. yd.
Earth and Sand, Wet	120	3240	cu. yd.
Ebony	76	2025	cu. yd.
Egg Plant, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		120	barrel
Egg Plant, Slack Barrel, 4 Bu. 28½ x 19½		160	barrel
Egg Plant, Slack Barrel, 4.5 Bu. 30 x 20		180	barrel
Egg Plant, Florida Cabbage Barrel Crate, 36 x 18⅝ x 12⅝" High			
Egg Plant, Norfolk Cabbage, Barrel Crate, 37⅜ x 18¾ x 12¾" High			
Egg Plant, Pepper Crate, 24 x 14½ x 12" High			
Eggs, in Crates, 30 Dozen		52	crate
Eggs, Crate, Empty 30 x 12 x 12"		10	crate
Elm		2350	cord
Elm, Air Dried	37.2	3100	M Bd. Ft.
Elm, Rock, Dry	48.0	4000	M Bd. Ft.
Emery	250		
Fats	58		
Feed		40	bushel
Feldspar	159		
Fertilizer, Manufactured		100	bag
Fir, Air Dried	37.0	3100	M Bd. Ft.
Firebrick	130—150	3510—4050	cu. yd.
Firebrick, Silica	128	3456	cu. yd.
Firebrick, Magnesia	160	4320	cu. yd.
Fire Clay	130	3510	cu. yd.
Fish, Tight Barrel		200	barrel
Flaxseed		56	bushel
Flour in Barrels, 21" Bilge, 28½" Head		210	barrel
Flour, Loose	28.0		
Flour, Pressed	47.0		
Fruit, Standard Bushel Crate 17" x 12⅞ x 12⅞" High			
Fruit, Except Cranberries, Slack Barrel, 3.28 Bu., 28½ x 17⅛ x 21⅜" High			
Fuel Oil—55 Gallons per Barrel		7.3	gallon
Garbage, Dry	33—41	891—1107	cu. yd.
Garbage, Wet	41—52	1107—1404	cu. yd.
Gasoline	39.3—43.0	526—650	100 gal.
Gasoline, Tight Barrel, 55 Gal. 34 x 22 x 26" High			
Gasoline		363	drum
Gasoline—55 Gallons per Barrel		6.5	gallon
Glass	186		
Glass, Common Window	157		
Glass, Flint	187		
Glass, Green	169		
Glass, Plate ¼"	158	3.3	sq. ft.
Gneiss	159—170	4293—4590	cu. yd.
Granite	160—175	4320—4725	cu. yd.
Granite, Quarried and Piled	96	2592	cu. yd.
Grape-Fruit, Citrus Fruit Crate, 27¼ x 12¾ x 12¾" High		80.0	crate
Gravel	100—120	2700—3240	cu. yd.
Gravel, Excavated in Water	60	1620	cu. yd.
Gravel and Sand, Dry, Loose	90—106	2430—2862	cu. yd.
Gravel and Sand, Dry, Packed	110	2970	cu. yd.
Gravel and Sand, Wet	120 or more	3240 or more	cu. yd.
Greens, Slack Barrel, 3 Bu. 28½ x 16½ x 21"		60	barrel.
Greens, Slack Barrel, 4 Bu. 28½ x 19½"		80	barrel
Greens, Slack Barrel, 4.5 Bu. 30 x 20		90	barrel
Greenstone, Quarried and Piled	107	2889	cu. yd.
Gum, Air Dried	39.6	3300	M Bd. Ft.
Gypsum (Plaster of Paris), Rock	130—160	3510—4320	cu. yd.
Hay, Standard Bale, 46 x 30 x 26	101	210	bale
Hay, Standard Bale, 43 x 22 x 17	123.5	115	bale
Hay, Small Bale, 43 x 16 x 14	152.5	85	bale
Hay, Small Bale, 43 x 24 x 18	111.6	120	bale
Hay, Small Canadian		145	bale
Hay, Standard Canadian (Sizes of bales of hay and straw vary according to locality and the type of baler used)		250	bale
Hemlock		2200	cord
Hemlock, Air Dried	24.0—25.2	2000—2100	M Bd. Ft.
Hickory		4500	cord
Hickory, Air Dried	54.0	4500	M Bd. Ft.
Hominy		60	bushel
Hornblende (Rock)	200—220		
Horseradish		50	bushel
Ice, Manufactured, Good	57.5		
Ice, Natural	55—57.5		
India Wheat		46	bushel
Iron, Cast	450		
Iron, Wrought	480		
Kerosene	49.9—51.2	667—700	100 gal.
Kerosene		7	gallon
Kerosene, Tight Barrel, 34 x 22 x 26" High, 55 Gal.			
Lard	59.0		
Lath		25	bundle
Lead	710		
Leather	59.0		
Lemons, Citrus Fruit Crate, 27¼ 12¾ x 12¾"			
Lettuce, Slack Barrel, 3 Bu. 28½ x 16½ x 21		60	barrel
Lettuce, Slack Barrel, 4 Bu. 28½ x 16½		80	barrel
Lettuce, Slack Barrel, 4.5 Bu. 30x20"		90	barrel
Lettuce, Crate, 24 x 18½ x 8" High			
Lettuce, Crate (cleated) 24x19x8½" High			
Lignum-Vitae	41—83	3420—6900	M Bd. Ft.
Lime	35	75	bushed
Lime, Large Slack Barrel		320	barrel
Lime, Small Slack Barrel		200	barrel
Limes, Citrus Fruit Crate, 27¼x12¾ x 12¾" High	96—104	2592—2808	cu. yd.
Limestone, Loose Crushed	96—104	2592—2808	cu. yd.
Limestone, Solid	140—185	3780—4995	cu. yd.
Limestone, Solid, Commonly	165—171	4455—4617	cu. yd.
Limestone, Quarried and Piled	95	2565	cu. yd.
Linseed Oil	59.1	790	100 gal.
Linseed Oil, Tight Barrel, 35 x 21 x 26" High, 50 Gal.		400	barrel
Live Oak, Air-Dried	69.0	5750	M Bd. Ft.
Locust, Dry	42.0	3500	M Bd. Ft.
Lubricating Oil	53.1—57.4	710—767	100 gal.
Magnesite	187		
Mahogany, Air Dried	42.0	3500	M Bd. Ft.
Malt		35	bushel
Manganese	475		
Maple		4500	cord
Maple, Hard, Air Dried	46.8	3900	M Bd. Ft.
Maple, Hard, Green	64.8	5400	M Bd. Ft.
Maple, Soft, Air Dried	39.6	3300	M Bd. Ft.
Maple, Soft, Green	60.0	5000	M Bd. Ft.
Maple, White, U. S. Seasoned	33.0	2750	M Bd. Ft.
Marble (See Limestone) Italian, Solid	169	4563	cu. yd.
Marble, Vermont, Solid	165	4455	cu. yd.
Marble, Loose	96	2592	cu. yd.
Mica	183		
Milk	45.1	604	100 gal.
Milk, Cases, ½-Pt. Bottles, 16¾ x 12¾ x 8½" High		33.1	case
Milk, Cases, 20 1-Pt. Bottles, 16¾ x 12¾ x 8½" High		47.2	case
Milk, Cases, 12 Qt. Bottles, 16¾ x 12¾ x 10½" High		63.5	case
Milk, Cases, Empty Bottles 20, ½-pints		22.5	case
Milk, Cases, Empty Bottles 20, 1-pints		25.9	case
Milk Cans, 5 Gal. 10" Diameter, 20" High		42.2	can
Milk, Cans, 10 Gal. 13" Diameter, 23" High		84.4	can
Milk Cans, Empty, 5 Gallon		12.5	can
Milk, Cans, Empty, 10 Gallon		24	can
Milk, Bottles, Full, ½-Pint		1.2	bottle
Milk, Bottles, Full, 1-Pint		1.9	bottle
Milk, Bottles, Full, 1-Quart		3.9	bottle
Milk, Bottles, Empty, ½-Pint		.63	bottle
Milk, Bottles, Empty, 1-Pint		.80	bottle
Milk, Bottles, Empty, 1-Quart		1.6	bottle
Millet		50	bushel
Molasses		650	barrel
Molasses		1250	100 gal.
Mortar	90—110	2430—2970	cu. yd.
Mortar, Rubble	154	4158	cu. yd.
Mortar, Rubble Dry	138	3726	cu. yd.
Mud, Dry (Close)	80—110	2160—2970	cu. yd.
Mud, Wet (Moderately Packed)	110—130	2970—3510	cu. yd.
Mud, Fluid	104—120	2808—3240	cu. yd.
Mulberry	46		
Muskmelons, Florida Cantaloupe Crate 24 x 12⅝ x 12⅝" High			
Muskmelons, Norfolk Cantaloupe Crate 24½ x 12¾ x 12¾" High			
Muskmelons, Pony Crate, 24 x 11⅜ x 11¾" High			
Nickel	549		
Oak, Black		3250	cord
Oak, Black, Air Dried	32.4	2700	M Bd. Ft.
Oak, Red		3250	cord
Oak, Red, Air Dried	48.0	4000	M Bd. Ft.
Oak, White		3850	cord
Oak, White, Air Dried	49.2	4100	M Bd. Ft.
Oak, White, Green	68.4	5700	M Bd. Ft.
Oats		32	bushel
Oil (See Crude, Lubricating and Linseed, etc.)			
Okra, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		120	barrel
Okra, Slack Barrel, 4 Bu. 28½x19½"		160	barrel

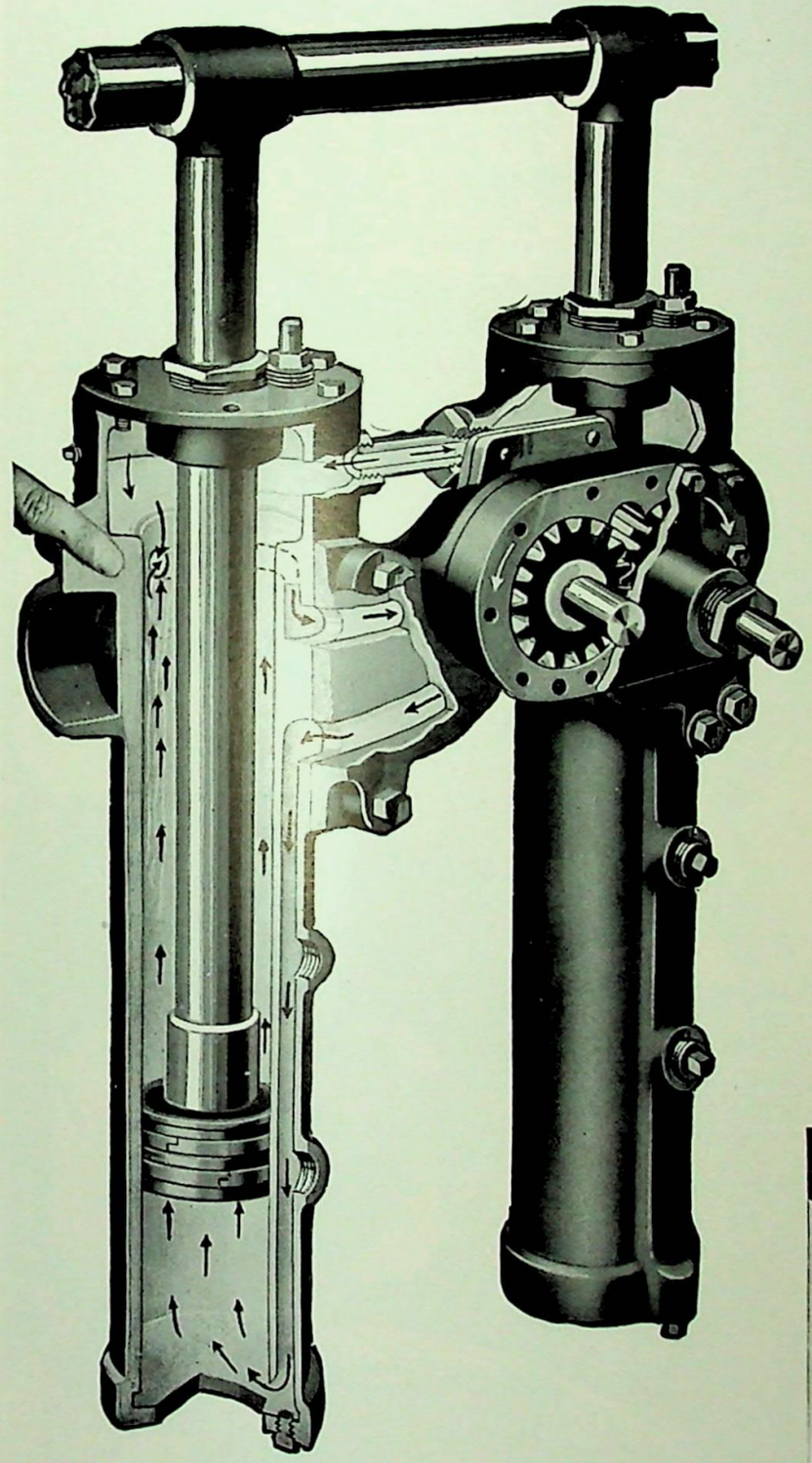
MAYER TRUCK EQUIPMENT

WEIGHTS OF COMMODITIES

	Lbs. per Cu. Ft.	Number of Pounds	Per
Okra, Slack Barrel, 4.5 Bu. 30 x 20"...		180	barrel
Okra, 4 Basket Crate		20.0	crate
Okra, 6 Basket Crate, 24 x 12½ x 10⅞" High		30.0	crate
Onions, 55 Bu. Standard Bushel Crate, 17 x 12⅜ x 12⅜" High			
Onions, Dry, Cummer Crate, 20½ x 11½ x 10½" High		57.0	crate
Onions Dry, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		160	barrel
Onions, Green, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		100	barrel
Oranges, Citrus Fruit Crate 27¼ x 12¾ x 12¾" High		80.0	crate
Ore, The weight of most Ores is a little heavier than the rock which forms the bulk of the material, the maximum being about 20% heavier than the stone.			
Paper, Newspaper in Rolls, 32" Dia. 72" Long		1200	roll
Paper, Solid Volume	35.8		
Paper, Average Weight	58		
Parsley		8	bushel
Parsley, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		60	barrel
Parsnips, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		120	barrel
Peaches, 4 Basket Crate		25.0	crate
Peaches, 6 Basket Crate, 24 x 12⅛ x 10⅜" High		37.5	crate
Peanuts		20—22	bushel
Pears, Slack Barrel, 3.28 Bu. 28½ x 17⅛ x 20⅜" High		150	barrel
Pears, 6 Basket Crate, 24 x 12⅛ x 10⅜" High			
Peas		60	bushel
Peas, 4 Basket Crate		18.0	crate
Peas, 6 Basket Crate, 24 x 12⅛ x 10⅜" High		25.0	crate
Peppers, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		60	barrel
Peppers, Slack Barrel, 4 Bu. 28½ x 19½"		80	barrel
Peppers, Slack Barrel, 4.5 Bu. 30 x 20"		90	barrel
Peppers, Pepper Crate, 24 x 14½ x 12"			
Peppers, 6 Basket Crate 24 x 12⅛ x 10⅜"			
Persimmons, 6 Basket Crate, 24 x 12⅛ x 10⅜"			
Petroleum		800	100 gal.
Petroleum, Tight Barrel, 55 Gal. 34 x 22 x 26" High			
Pianos, Unboxed		600—900	piano
Pianos, Boxed		700—1000	boxed
Pianos, Upright 63 x 29 x 57"		600	
Pianos, Upright (Boxed) 72 x 31 x 60"		750	
Pianos, Upright Player, 63 x 32 x 57"		850	
Pianos, Upright Player (Boxed) 72 x 34 x 60"		1000	
Pie-Plant		50	bushel
Pine, Long Leaf, Air Dried	54.0	4500	M Bd. Ft.
Pine, North Carolina, Air Dried	36.0	3000	M Bd. Ft.
Pine, Norway or White		2000	cord
Pine, Oregon, U. S. Seasoned	32.0	2600	M Bd. Ft.
Pine, Red, U. S. Seasoned	30.0	2500	M Bd. Ft.
Pine, White, Dry	25.2	2100	M Bd. Ft.
Pine, Yellow, Northern, Air Dried	34.3	2700	M Bd. Ft.
Pine, Yellow, Air Dried	38.0	3100	M Bd. Ft.
Pine, Yellow, Short Leaf, Dry	39.6	3300	M Bd. Ft.
Pine, Yellow, Long Leaf, Dry	40.8	3400	M Bd. Ft.
Pine, Yellow, Southern, Air Dried	45.0	3700	M Bd. Ft.
Pine, Yellow, Short Leaf, Green	50.4	4200	M Bd. Ft.
Pine, Yellow, Long Leaf, Green	54.0	4500	M Bd. Ft.
Pineapples, Crate, 36 x 12½ x 11" High			
Pitch	72		
Plums, 4 Basket Crate		25.0	crate
Plums, 6 Basket Crate, 24 x 12⅛ x 10⅜" High		37.5	crate
Plums, 24-Quart Crate		33.3	crate
Popcorn, in Ear		70	bushel
Popcorn, Shelled		56	bushel
Poplar		2350	cord
Poplar, Air Dried	33.6	2800	M Bd. Ft.
Pork, Slack Barrel, 28½ x 17⅛ x 20⅜" High		200	barrel
Potatoes, Sweet		55	bushel
Potatoes, White, or Irish		60	bushel
Potatoes, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		175	barrel
Potatoes, Standard Bushel Crate, 17 x 12⅜ x 12⅜"			
Powder, Shaken	62.3		
Quartz	163—168	4491—4536	cu. yd.
Quick Lime	95	2565	cu. yd.
Quick Lime, Ground Loose	55	1485	cu. yd.
Quick Lime, Thoroughly Shaken	75	2025	cu. yd.
Radishes		150.9	crate
Radishes, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		100	barrel
Radishes, Slack Barrel, 4 Bu. 28½ x 19½		135	barrel
Radishes, Slack Barrel, 4.5 Bu. 30x20		150	barrel
Red Wood, Air Dried	30.0	2500	M Bd. Ft.
Resin, Slack Barrel (See Rosin)		280	barrel

	Lbs. per Cu. Ft.	Number of Pounds	Per
Rhubarb		50	bushel
Rice, Rough or Unhulled		43	bushel
Riprap, Stone	65		
Rock and Stone, Crushed	85—104	2295—2808	cu. yd.
Rock and Stone, Various	135—200	3645—5400	cu. yd.
Rock Elm, Air Dried	48.0	4000	M Bd. Ft.
Root Crops (not otherwise specified)		50	bushel
Rosin (See Resin)	68.6		
Rubber	59.0		
Rubber Goods	94.0		
Rubbish (Rags, etc.)	7.4 & up	199.8 & up	cu. yd.
Rye		56	bushel
Salads, Mustard, Spinach, Kale and Turnips		25	bushel
Salt—Bilge, 21", Head 29"		280	barrel
Salt, Very Coarse	35	945	cu. yd.
Salt, Coarse	45	1215	cu. yd.
Salt, Fine	50	1350	cu. yd.
Saltpeter	69	1863	cu. yd.
Sand, Dry, Loose	90—106	2430—2862	cu. yd.
Sand, Dry, Slightly Shaken	100	2700	cu. yd.
Sand, Dry, Well Shaken	110	3240	cu. yd.
Sand, Dry, Very Large and Small Grains	117	3159	cu. yd.
Sand, Moist, Loose	120	3240	cu. yd.
Sand, Wet (Voids Full of Water)	118—129	3186—3483	cu. yd.
Sand, Excavated in Water	60	1620	cu. yd.
Sandstone	140—167	3780—4509	cu. yd.
Sandstone, Quarried and Piled	86	2322	cu. yd.
Sandstone, Calcareous	166	4482	cu. yd.
Sandstone, Fit for Building	149	4023	cu. yd.
Shale	162—172	4374—4644	cu. yd.
Shingles		50	bundle
Shorts		20	bushel
Slag, Solid	160—180	4320—4860	cu. yd.
Slag, Furnace, Granulated	53	1431	cu. yd.
Slag, Sand	55	1485	cu. yd.
Slag, Machine	96	2592	cu. yd.
Slag, Bank Screenings	100	2700	cu. yd.
Slag, Bank	70	1890	cu. yd.
Slate	170—180	4590—4860	cu. yd.
Snow, Fresh Fallen	5—12	135—324	cu. yd.
Snow, Moistened by Rain (Compact)	15—50	405—1350	cu. yd.
Soapstone	166—175	4482—4725	cu. yd.
Soil, Excavated in Water	70	1890	cu. yd.
Soft Drinks, Case, 12-24 oz. Bottles. 15½" x 12" x 14½"		51	case
Case, 24 ½-Pint Bottles 17½" x 10½" x 10½"		39	case
Spinach		20	bushel
Spinach, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		60	barrel
Spruce, Air Dried	28.0	2300	M Bd. Ft.
Spruce, Black, U. S. Seasoned	27.0	2250	M Bd. Ft.
Spruce, Green	39.6—55	3300—4600	M Bd. Ft.
Squash, Sack Barrel, 3 Bu. 28½ x 16½ x 21" High		120	barrel
Squash, Florida Cabbage Bbl. Crate 36 x 18¾ x 12¾"			
Squash, Norfolk Cabbage Bbl. Crate 37⅜ x 18 x 12"			
Starch	96		
Steel, Cast	490		
Steel, Rolled	495		
Straw, Standard Bale, 17 x 22 x 43"	107.5	100	bale
Straw, Standard Bale, 26 x 30 x 46". (Sizes of bales of hay and straw vary according to locality and the type of baler used.)	87	180	bale
Street Sweepings	31.5	850	cu. yd.
Sugar—Bilge 25", Head 30"		300	barrel
Sugar-Cane (Amber)		57	bushel
Sulphur	125	3375	cu. yd.
Sycamore, Air Dried	37.0	3100	M Bd. Ft.
Talc	169		
Tallow	58.6		
Tangerines, Tangerine Crate 27¼ x 12¾ x 6¾" High			
Tar	67—72		
Terra Cotta	110	2970	cu. yd.
Tile	110—120		
Tin	459		
Tomatoes		55	bushel
Tomatoes (Unwrapped), Huber, 4 Basket Crate, 22 x 14 x 5"		22.5	crate
Tomatoes (Wrapped) 4 Basket Crate		22.5	crate
Tomatoes (Wrapped), 6 Basket Crate 24 x 12⅛ x 10⅞"		47.0	crate
Trap	170—200		
Turnips		180	crate
Turnips		55	bushel
Turnips, Slack Barrel, 3 Bu. 28½ x 16½ x 21" High		120	barrel
Turpentine	55.1	736	100 gal.
Vegetables, Standard Bushel Crate 17 x 12⅜ x 12⅜" High			
Vegetables, Slack Barrel, 3.28 Bu. 28½ x 17⅛ x 20⅜" High			
Vinegar	67	400	barrel
Vinegar		896	100 gal.
Walnut	36—45.6	3000—3800	M Bd. Ft.
Water	62.4	833	100 gal.
Water, Sea	64	856	100 gal.
Wheat		60	bushel
Whiskey		400	barrel
Willow, Air Dried	34.0	2800	M Bd. Ft.
Wool, Pressed	82.0		
Zinc or Spelter	436.5		

HEIL HYDRO HOISTS AND DUMP BODIES



TWIN CYLINDER POWER

The Heil Hydro Hoist is capable of developing 1000 pounds pressure per square inch and this lifting effort is equalized in the twin cylinders. Special broad faced pump gears generate this tremendous hoisting power by pumping oil from the upper part of the hoist to the cylinder area below the piston. These gears, which operate in oil, are the only revolving parts in the hoist. The pump is an integral part of this compact unit—there is no piping to develop leaks. There is nothing to wear out or give trouble. No adjustments are necessary. It is the only truck hoist sold under a written two year guarantee.

THE CONSTRUCTION AND DESIGN

The Heil Hydro Hoist is built under the most exacting precision production methods known. It is built to maximum strength requirements and minimum tolerances. Every part is thoroughly tested and inspected. When the entire unit is assembled and filled with oil the hoist is tested for its lifting capacity and ability to hold a load in any raised position.

By rotating on its broad saddles, which are seated on the chassis frame, the Heil Hydro applies its lifting effort directly to the load in a straight line at all angles of the dumping operation. The saddles ride at the strongest part of the chassis frame. There is no strain on the truck or hoist even though the load is dumped when one rear wheel is higher than the other.

BUILT IN SEVERAL SIZES

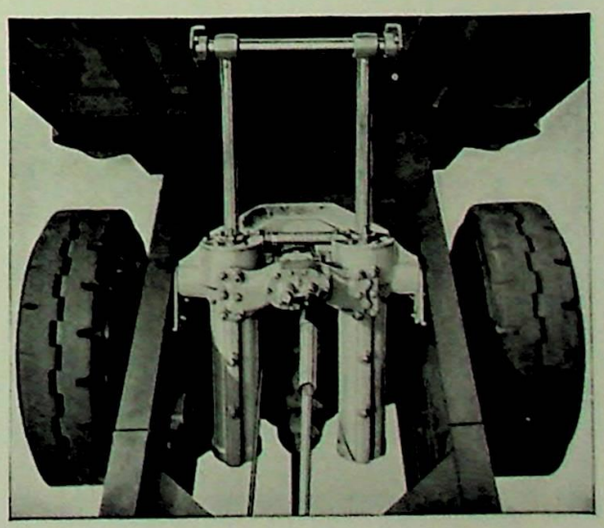
Built in several sizes there is a Heil Hydro for every capacity truck. A special single cylinder hoist is available for all makes of four wheel drive trucks and is known as Model No. 7. The hoists are recommended for various capacity trucks as follows:

Model	Truck Capacity	Tested Lifting Capacity	Time Required to Dump
3-26	1½-2½ tons	7 tons	14½ seconds
4-26	2½-3½ "	10 "	13½ "
5-26	3½-5½ "	16 "	18½ "
6-26	6 -7½ "	23 "	31½ "

The Heil Hydro is more compact, powerful, and faster than any other heavy duty truck hoist on the market.

POWER FOR OPERATION OF HOIST

Power for operation of the hoist is provided through a power takeoff from the truck transmission. Heil builds his own power takeoffs which assure long life service. Control levers for the operation of the hoist are conveniently located in the truck cab. By use of these levers the body may be raised and held at any elevation. When the body reaches its maximum elevation, the pump automatically ceases to build up pressure. The body may be lowered while the truck is in motion.



Heil installations provide ample clearances and leave all truck and hoist parts readily accessible.

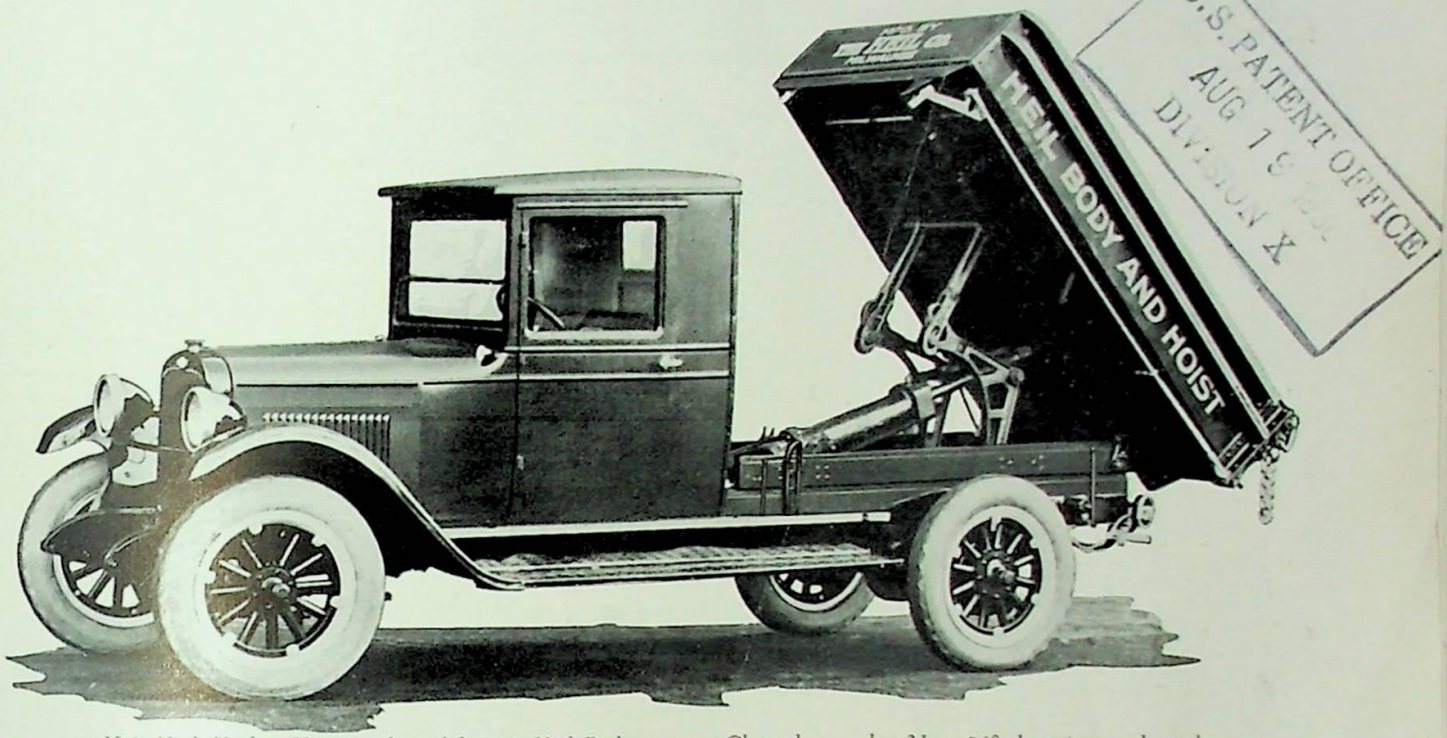
HEIL HYDRO HOISTS AND DUMP BODIES

BODY SECURELY FASTENED TO HOIST
Cannot tip back. Rocker design of rod head and block permits body twists without straining hoist.
HEIL
Twin-Cylinder
Dump Truck
HOIST
HEAVY ELECTRIC STEEL BODY HINGES
DIRECT LIFT
Dumping Angle 50° or more
THE AMERICAN ASPHALT PAVING CO.
LIFTS THE LOAD AT THE STRONGEST PART OF FRAME
Note long bearing surface of saddle.

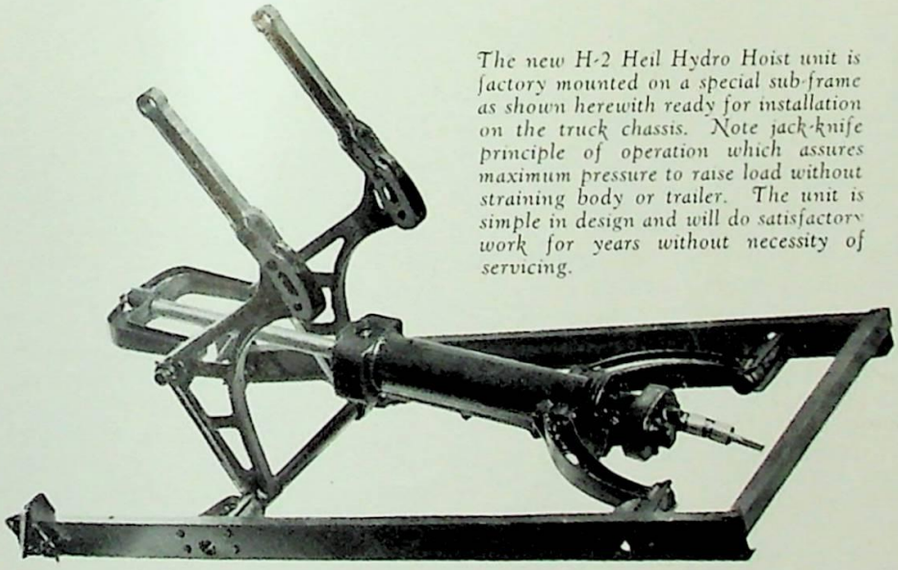
The simplicity of the Heil Hoist design, without cables, cams, sheaves, tracks or rolls, gives freedom from trouble. Elimination of oil piping avoids the possibility of leaking and it is seldom necessary to add oil. There is always more than enough power. The Heil Hoist gear pump can develop 1000 lbs. pressure per square inch on piston area, although only 250 lbs. per square inch is needed for the average load.

H-2 Heil Hydro Hoist for Light Duty Trucks

U.S. PATENT OFFICE
AUG 19
DIVISION X



H-2 Heil Hydro Hoist and model L-11 Heil Body on new Chevrolet truck. Note 56° dumping angle and good tailgate ground clearance above chassis frame. Can be installed with Heil Power Take-Off.



The new H-2 Heil Hydro Hoist unit is factory mounted on a special sub-frame as shown herewith ready for installation on the truck chassis. Note jack-knife principle of operation which assures maximum pressure to raise load without straining body or trailer. The unit is simple in design and will do satisfactory work for years without necessity of servicing.

A High Speed Hoist for 1—1½—2 Ton Trucks

The new H-2 Heil Hydro Hoist is especially designed to meet a long felt demand for light, compact, speedy, power-operated dumping equipment for use with trucks from one to two ton capacities. It assures a standard dumping angle of from 50° to 60° and will dump any load in from 5 to 9 seconds. The dumping unit mounts low for hand loading and good tailgate ground clearance and will readily dump maximum loads of 4,000 pounds plus weight of the Heil Body. It can be installed by any handy man and is Quality-Made to assure years of satisfactory service with negligible or no maintenance costs.

Principle and Operation

The H-2 Heil Hydro Hoist is a simple, compact, self-contained, powerful, accessible, speedy unit. The same gear pump principle is used in this hoist that has won universal approval in the heavy duty twin cylinder Heil Hydro Hoist. There is no piping to develop leaks—the pump is an integral part of the hoist. The front end of the cylinder is attached to the hoist frame with trunion brackets, permitting the hoist to pivot on this axis as the body raises. This type of installation with the pump at the front end of the hoist provides a short, straight-line drive from the truck transmission power take-off to the hoist pump. Controls for the operation of the hoist are located in the truck cab.

What You Buy

When you buy the new Heil light duty dumping unit, you get complete equipment, factory assembled for mounting on the truck chassis. The unit includes the H-2 Hoist with hoist frame, wood sills, body guides, hinges and your choice of model in the "L" series of Heil Bodies. You also get a Heil P. T. O. with connecting driving parts, front control and necessary U-bolts for attaching to the truck frame. The H-2 Heil Hydro Hoist may be purchased on special order without either the Heil Body or Heil P. T. O., but for best results purchase of entire unit is recommended. Extra body sides, tailgate coal door and bagging hooks, and chain spreader may be ordered as optional equipment.

H-2 Heil Hoist on Ford with model L-11 Body in Raised Position.

Sturdy Construction

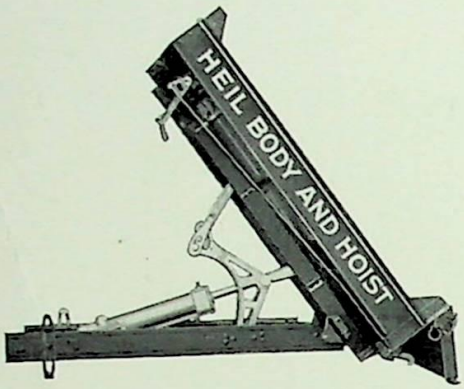
Model "L" Heil Bodies are of light construction and yet sturdily built with ample reinforcement to assure long life service. The longitudinals and cross members are 3 in. channel iron while the body is made of 10 gauge steel. Note the reinforced tailgate post which prevents spreading. All tailgates are double acting with front manual control.

Heil Combination Body model L-51 and H-2 Hoist on Reo chassis.

Combination Body

Remove the sides of this model L-51 Body shown above and lower the tailgate and you have an express platform body. Addition of extra sides makes it model L-52. The sliding coal door in the tailgate and chain spreader are supplied at a small extra cost. Door can be hinged if desired and bagging hooks are provided with both styles of doors. Chain spreaders will also be supplied as optional equipment on order.

Model L-10 Heil Body with square corners and straight sides shown below with H-2 Heil Hydro Hoist. Top of body sides have channel construction.



Only Heil Hoists and Bodies Offer All These Advantages

The H-2 Heil Hydro Hoist is

1. FASTER than any other hoist of similar capacity. Will dump any load in from 5 to 9 seconds, depending on speed of the motor.

2. MORE POWERFUL than other light duty hoists. Will readily dump loads of 4,000 pounds plus weight of Heil Body. Standard dumping angle, 50° to 60°.

3. EASILY INSTALLED by attaching to truck chassis with from 4 to 6 U-bolts. Unit is completely assembled at factory and mounting never requires drilling of chassis frame.

4. ADAPTABLE TO MANY USES—More than competitive equipment because of low mounting, good tailgate ground clearance and larger loading space being recommended for trucks having loading space from 75 to 117 inches. Hoist can easily be removed to permit temporary use of truck for mounting truck tank, stake body or other special equipment.

5. QUALITY-MADE—Sturdy, Compact and Simple Design. Pump is integral part of hoist eliminating piping and leaks. Direct connection with P. T. O. Provision has been made for compensation of any tortion of body and hoist when one rear wheel is higher than the other.

6. INSTALLED TO PERMIT FREE ACCESS TO ALL TRUCK PARTS—By removal of one nut the H-2 Hoist can be tilted back against truck cab leaving all parts readily accessible for servicing.

Model L-11 Heil Body Raised and H-2 Hoist on International Harvester.

Several Body Styles

There are several different models of bodies available with the H-2 Heil Hydro Hoist. Our "L" series (light construction) give desirable light weight with sturdy construction. Below is the L-11 which is similar to the L-10 shown at left except that it has full length mudguards. Model L-51 or 52 is Combination Body. Bodies may be obtained in lengths from 6 ft. to 9 ft. with 6 in. intervals, and either 5 ft. or 5 ft. 6 in. in width.

H-2 Heil Hydro Hoist shown on Graham chassis with L-11 Heil Body.

Wide Range of Uses

Heil light duty dumping units are adaptable to a wide range of uses. They will handle sand, gravel, cement, crushed stone, cinders, rubbish and many other materials. When equipped with combination body they can also be used to haul and dump lumber, brick and other building materials, and also for general hauling. The addition of the H-2 Hydro Hoist to the Heil family strengthens beyond possibility of challenge the undisputed statement that there is no dumping problem with Heil Hoists and Bodies.

H-2 HOIST WEIGHTS WITH "L" SERIES BODIES

Capacity of Body	H-2 Hoist and L-10 Body	H-2 Hoist and L-11 Body	H-2 Hoist and L-51 Body
1 yard	1325	2450	1600
1½ "	1375	1500	1650
2 "	1425	1550	1700
2½ "	1500	1600	1750
3 "	1580	1650	1800

Model L-52 includes extra sides. Hoist Mounted, without body, weighs 560 pounds.

HOW TO ORDER HEIL LIGHT DUTY DUMPERS

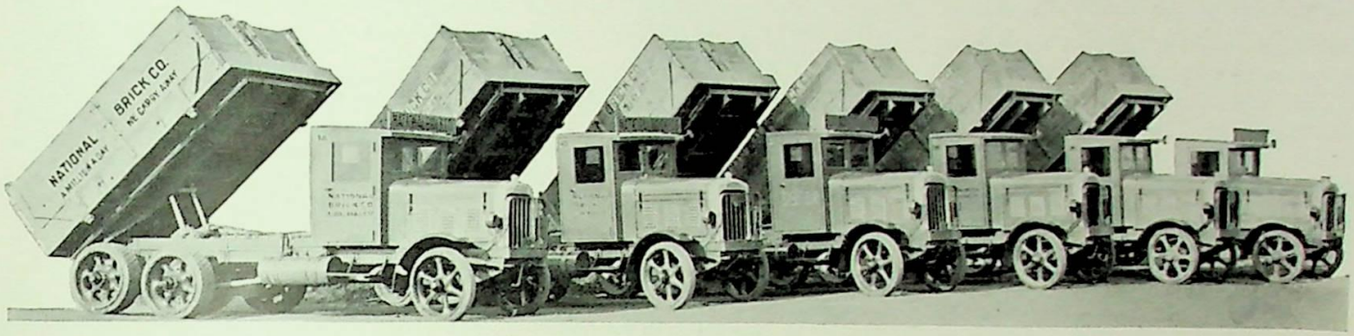
The following information is required with all orders for H-2 Heil Hydro Hoists: Make and model of truck, distance from cab to axle, loading space, width of frame, frame channel dimensions, make and model of transmission, size of tires.

The following information, in additon to that required with order for H-2 Hoists, is necessary with order for model "L" Heil Bodies: Body model number, capacity desired, material to be hauled, accessories, if any, such as door in tailgate, chain spreader device, etc.

U.S. PATENT OFFICE
AUG 19
DIVISION X

HEIL HYDRO HOISTS AND DUMP BODIES

There are Heil Hoists and Bodies for every type of hauling job and for mounting on every make and model of truck. These units are built in a wide range of capacities and the many body designs make it possible to select models particularly adaptable for every truck operator's requirements.



Heil Hydro Hoists mount to advantage on six wheel trucks or semi trailers. Ample power is available in the Heil Twin Cylinder Hoist to dump any load the truck can haul.

BUILDING MATERIAL

Even lumber and building materials can be hauled and dumped to advantage on Heil equipment. Runners properly placed on the ground near the construction job will receive the lumber as it slides off the Heil body in an orderly straight pile.

SAND AND GRAVEL

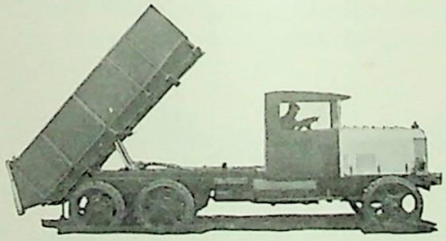
Heil Body Model 11 is popular among haulers of sand, gravel and other road building materials. Any of these bodies may be equipped with Heil's patented batchboard or swinging partition. Chain spreader devices may be specified at a small additional cost.

A GENERAL UTILITY UNIT

For general hauling Heil "3 in 1" combination body is ideal. Sand, gravel, cement, lime or crushed stone may be hauled with the body sides in place. Remove the sides and you have a platform or stake body.

LIGHT OR HEAVY DUTY COAL JOBS

The flared sides on this Model 20 body increase the capacity for materials such as coal, and may be used either with the Heil Hand Hoist, mechanical hoist or Hydro Hoist. Hinged or sliding coal doors can be built into the tailgate.



FIFTEEN TONS QUICKLY DUMPED

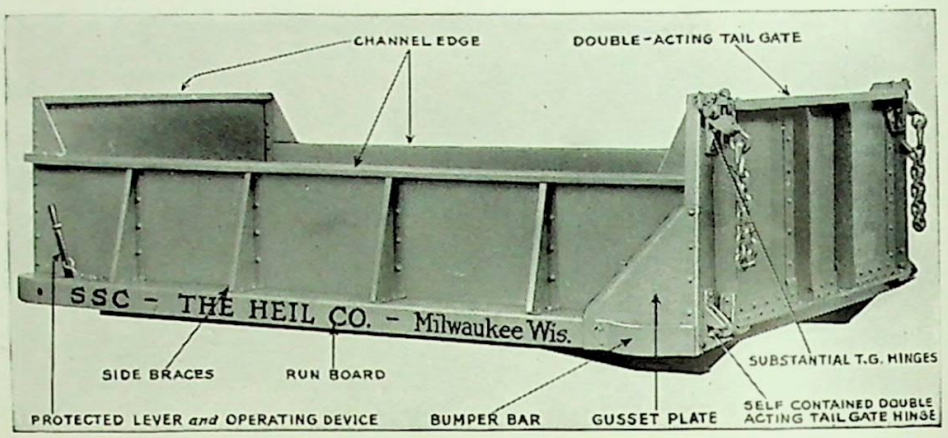
Without interruption for more than two years this Heil Hydro has continued to dump loads of 15 tons capacity in a quarter of a minute. All truck and hoist parts are readily accessible on all Heil installations.

HEAVY DUTY EXCAVATING

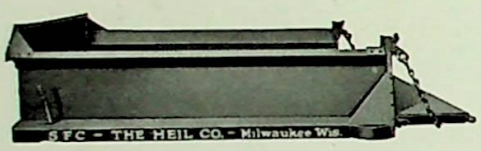
Bodies for heavy duty, excavating work are sturdily re-enforced and armored against the bruising service of steam shovel loading. Several types of offset tailgate hinges are available.

More than thirty state and hundreds of county highway departments specify Heil equipment for their road building trucks.

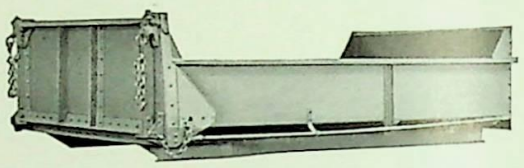
HEIL HYDRO HOISTS AND DUMP BODIES



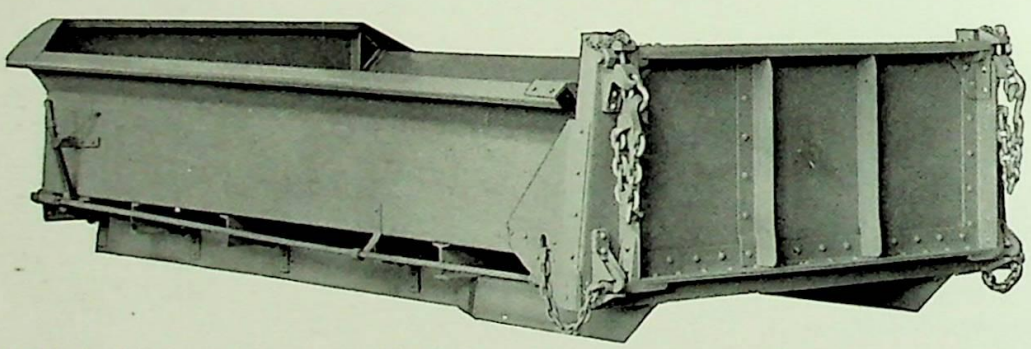
Standard Body Model 11—This body is designed to withstand the most severe hauling conditions. It is sturdily built throughout of ¼ inch steel plate, has square corners, straight sides, mudguards protecting the tailgate control rods, double acting tailgate and sturdily reinforced sides.



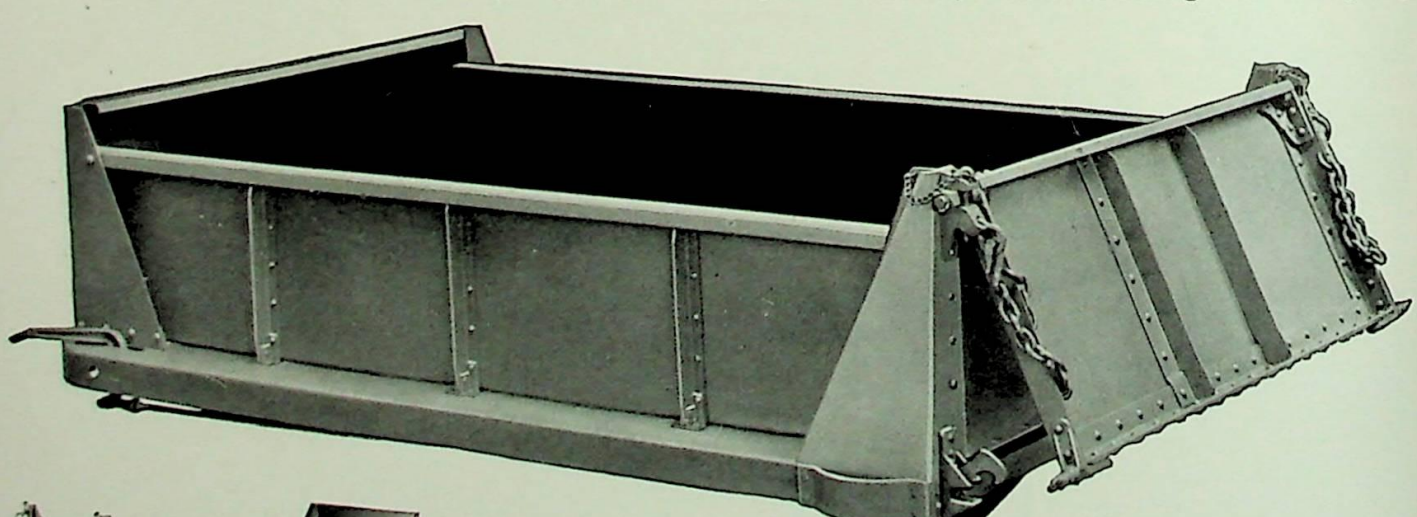
Standard Body Model 21—This body is made with flared sides to increase capacity, square corners, reinforced tailgate posts, mudguards and double acting tailgate. Note that the tailgate control rods are protected by the full length mudguards.



Standard Body Model 10—A substantial, dependable body made with square corners, straight sides, and front end and tailgate crowned. Note provision in the gusset plate for the chain spreader device which is supplied at extra charge.



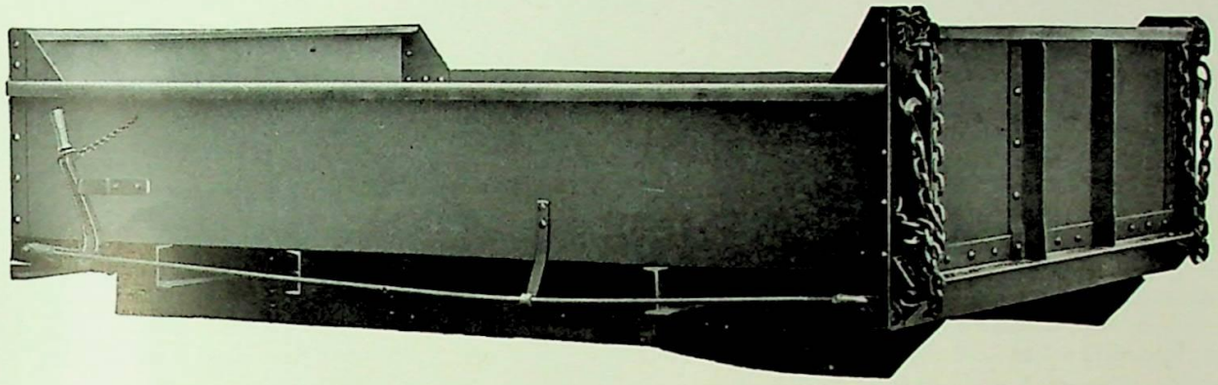
Standard Body Model 20—This body is similar to Model 21 except that it has no mudguards, but has square corners and flared sides. Note the reinforcing plate extending from the crowned front end of the body to the flared sides. The tailgate post is sturdily reinforced. This body is particularly adapted to the hauling of bulk material, as the flared sides give added capacity.



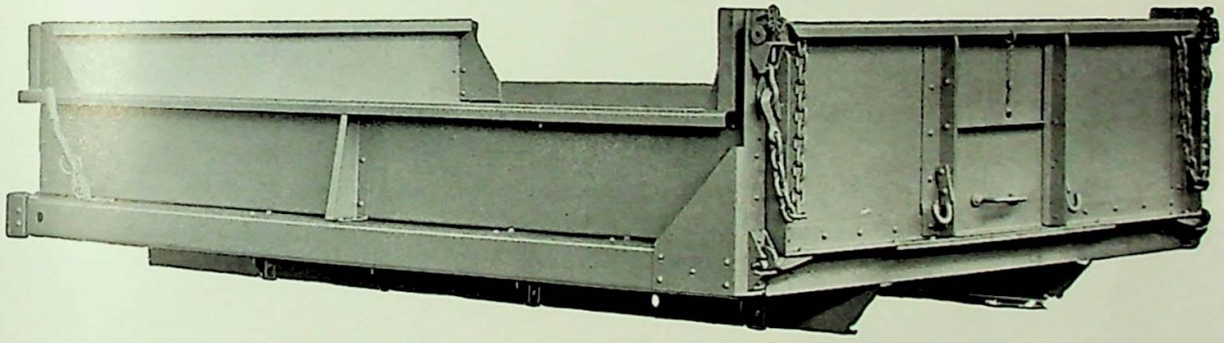
Standard Body Model 51—Has a particular appeal to the truck user where there is a variety of usage for dump trucks. The sides are easily removed to make a platform type body. The body floor is perfectly smooth for the stake pockets are set into the floor.

HEIL HYDRO HOISTS AND DUMP BODIES

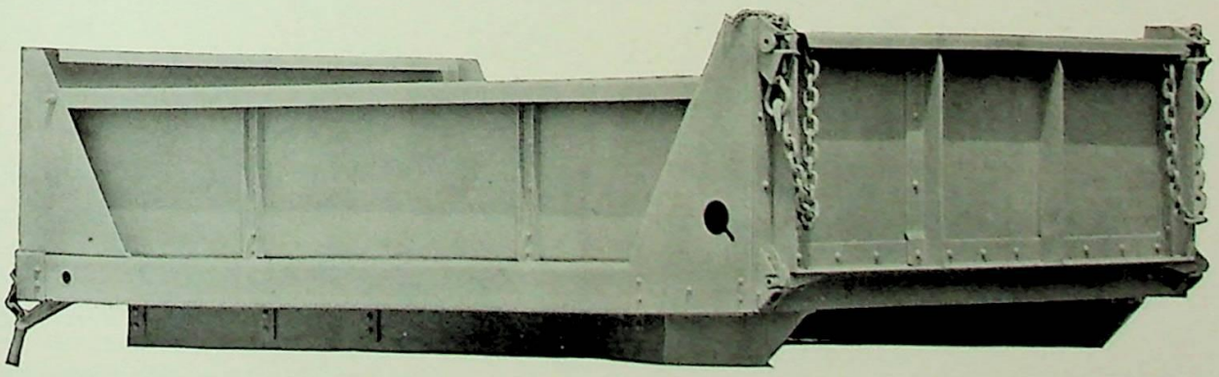
The "L" Series of Heil Steel Dump Bodies are built for use with No. 3 Heil Hydro Hoist for mounting on any light duty truck. "L" signifies light construction. The body shapes and general designs are the same as in the standard bodies, but weigh 300 to 500 lbs. less to meet the body weight specifications of light duty trucks. This weight reduction is secured by lightening the sub-frame, tailgate, operating mechanism, and steel tailgate castings.



Heil L-10 Body—Sturdily built with square corners, straight sides, double acting tailgate, and manual tailgate control. Well adapted to gravel, coal and lighter materials. Chain spreader at extra charge. Tops of sides, end and tailgate have channel edges to give added rigidity and sturdiness.

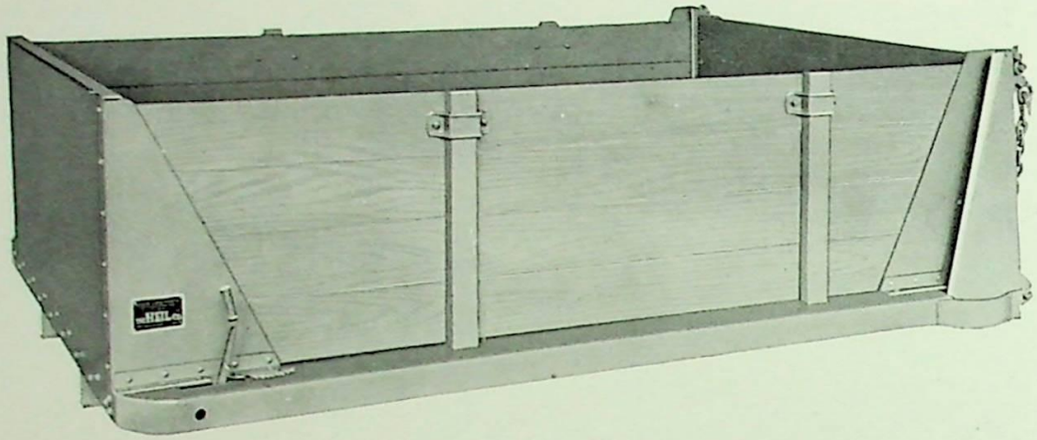


Heil L-11 Body—Similar to Model L-10 except for mudguards and side body braces which strengthen the body. This body is used largely for excavating work. Coal doors in the tailgate are furnished on order at extra charge. There is provision for extra sides to increase the capacity when hauling light, bulky materials.

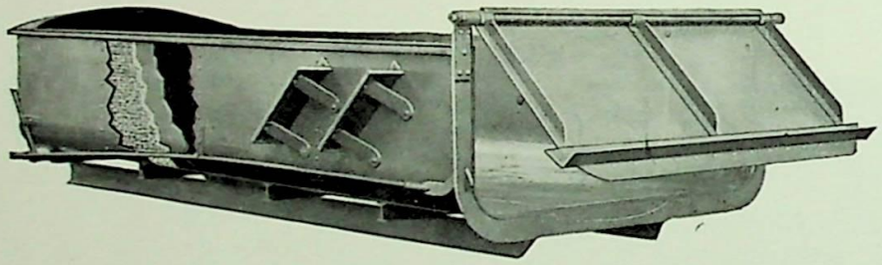


Heil L-51 Body—The popular "3 in 1" Combination Body. Sides are removable for hauling building material such as brick, cement, concrete blocks, and other bulky articles. By lowering the tailgate level with the floor a strictly express type platform body is obtained. The addition of extra sides will give increased capacity for light materials including coke and cinder. Note provision for chain spreader.

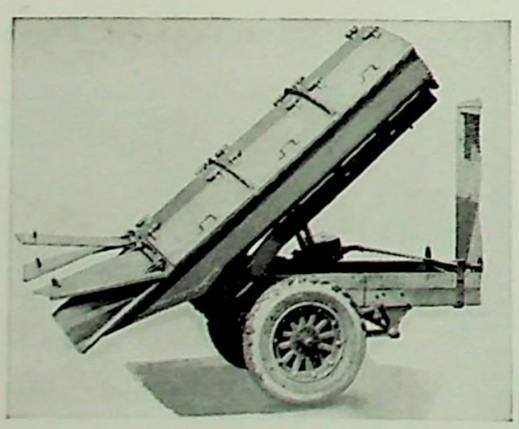
HEIL HYDRO HOISTS AND DUMP BODIES

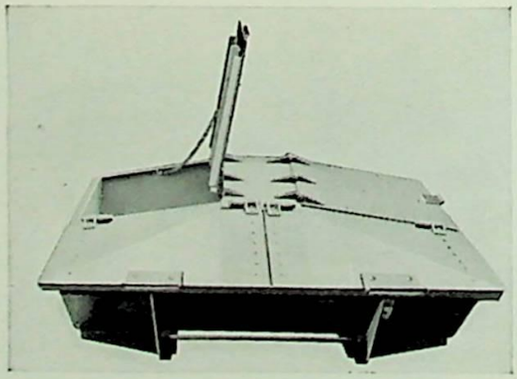


Brick Body Model 53—Building supply dealers, brick yards, and other haulers of brick, tile, cement blocks and pipe find this type of body well adapted to their work. The wooden sides are easily removed. The side boards have ironed tops and the ends fit into sides which hold them firmly in place. The tailgate is double acting and side hinged gate can be furnished at extra cost.



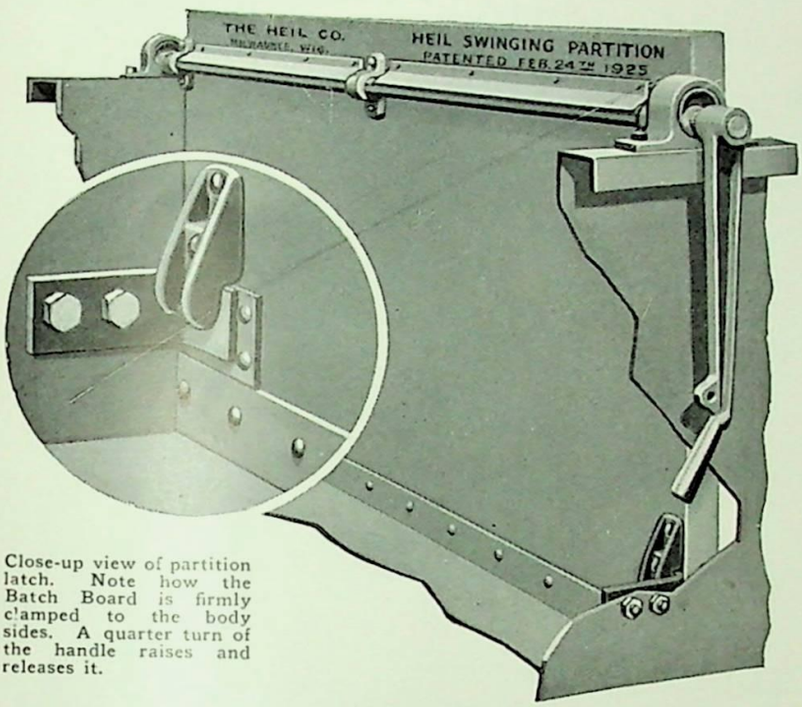
Insulated Asphalt Body Model 70—This insulated asphalt body is preferred by municipalities and paving contractors for it will keep the asphalt hot while in transit. The tailgate can be furnished either single or double acting, unless otherwise specified, they are made single acting. Side steps make it easy to scrape out the body. The floor is built with a 6″ radius which assures quick, clean dumping.



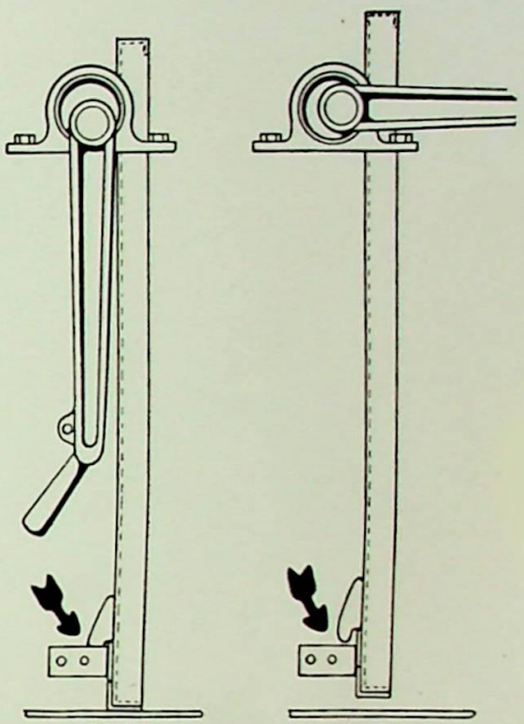


Steel Garbage Bodies—Heil garbage bodies are built in three standard models—Model 80 is shown above. The floor tapers to the top of sides providing a water-tight rear end construction. Steel hinged covers may be specified at an additional cost. The floor of model 81 tapers only half the height of the sides and the upper part is fitted with a tailgate. In Model 82 the floor does not taper and the body is equipped with a full height tailgate.

HEIL HYDRO HOISTS AND DUMP BODIES



Close-up view of partition latch. Note how the Batch Board is firmly clamped to the body sides. A quarter turn of the handle raises and releases it.



SWINGING PARTITIONS

Swinging partitions or batch boards made by Heil have proven best for construction work of all kinds, and for use in coal bodies. They may be installed in any make of dump bodies. The operating mechanism and eccentric feature has been exclusively patented. The action is positive and there is nothing to get out of order. All edges are flanged to give added strength, and these flanges are turned away from the load.

When the operating handle is raised the partition is lifted about one inch due to the eccentric and the latch releases so that the weight of load swings the partition open. After the body is lowered the partition locks agains by pulling down the handle.

To order batchboards give the model and piece number of the body; length and width of body; height of sides; number of partitions wanted and how spaced.

GENERAL BODY SPECIFICATIONS

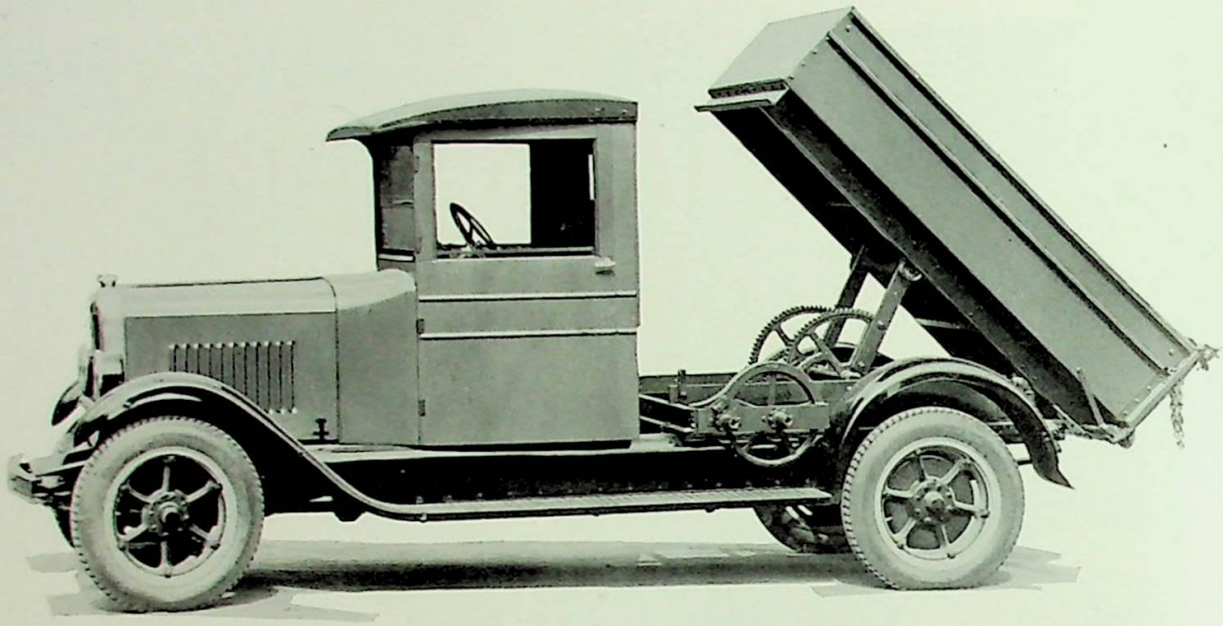
Heil Bodies are built of No. 10, No. 8 or $\frac{3}{16}$ inch steel plates. They are tapered so that they are 3 inches wider at the rear than at the front to facilitate unloading. All rivets are driven hot and countersunk on the inside. Reinforced tailgate post construction prevents spreading, from the rear end to the sides. The tailgate controller device is positive in action, and operating handle is conveniently located. The channel edge at the top of sides stiffens and strengthens the sides. Unless otherwise specified all bodies are painted one coat of lead at the factory.

HOW TO ORDER HEIL BODIES AND HOISTS

1. Order by Model Number.
2. Give capacity of body.
3. Frame width back of cab.
4. Truck frame width at rear cross member.
5. Material to be hauled.
6. Make and model of hoist.
7. Make and model of truck.
8. Specify any extras such as coal doors in tailgate or sides, swinging partitions, hinged sides, gravel spreading device, special tailgate hinges, etc.

Be sure to give all of the information outlined above.

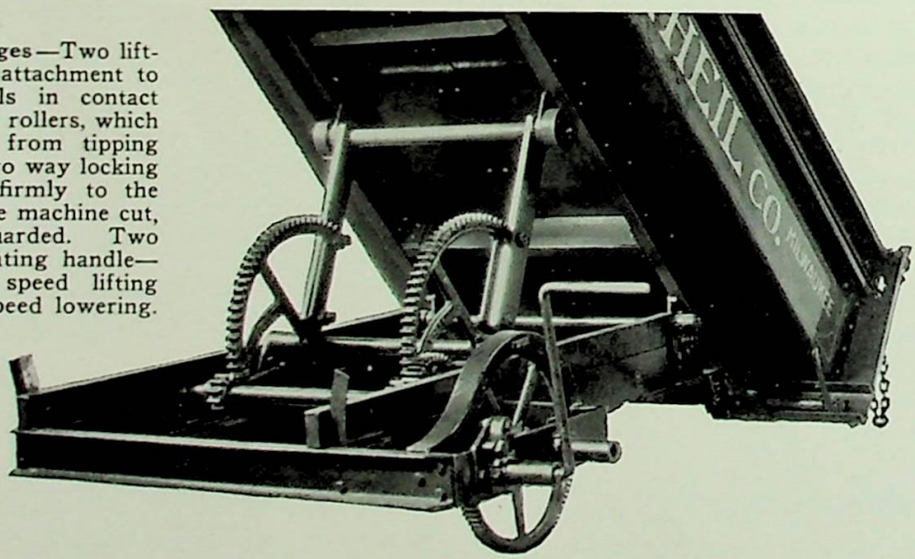
HEIL HAND HOISTS AND DUMP BODIES



Heil Hand Hoists and Steel Bodies

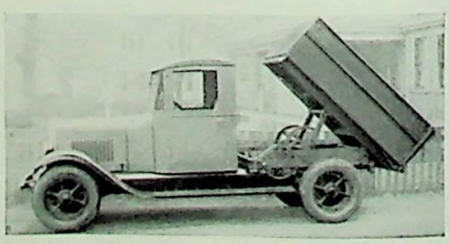
The Heil Underneath Hand Hoist may be used with the No. 90 Body of 1 and 1½ cu. yds. capacity shown above and with No. 92 Coal Body shown at the bottom of page. These units may be mounted on any light duty truck. These hand dump units can be used profitably by coal dealers, general contractors, building supply dealers, and all general haulers. They are light in weight, sturdy in construction, easy to operate, and simple to install.

Hoist Advantages—Two lifting arms with attachment to keep body rails in contact with lifting arm rollers, which prevents body from tipping backwards. Two way locking pawl attached firmly to the body. Gears are machine cut, and amply guarded. Two shafts for operating handle—one for slow speed lifting and one high speed lowering.



Body Advantages—Body is tapered in width. Three inches wider at the rear than at the front. Sturdy underbody structure, double acting tailgate. The upper sides are stiffened by channel edge construction. All bolts and rivets are countersunk affording a smooth body interior to facilitate clean dumping.

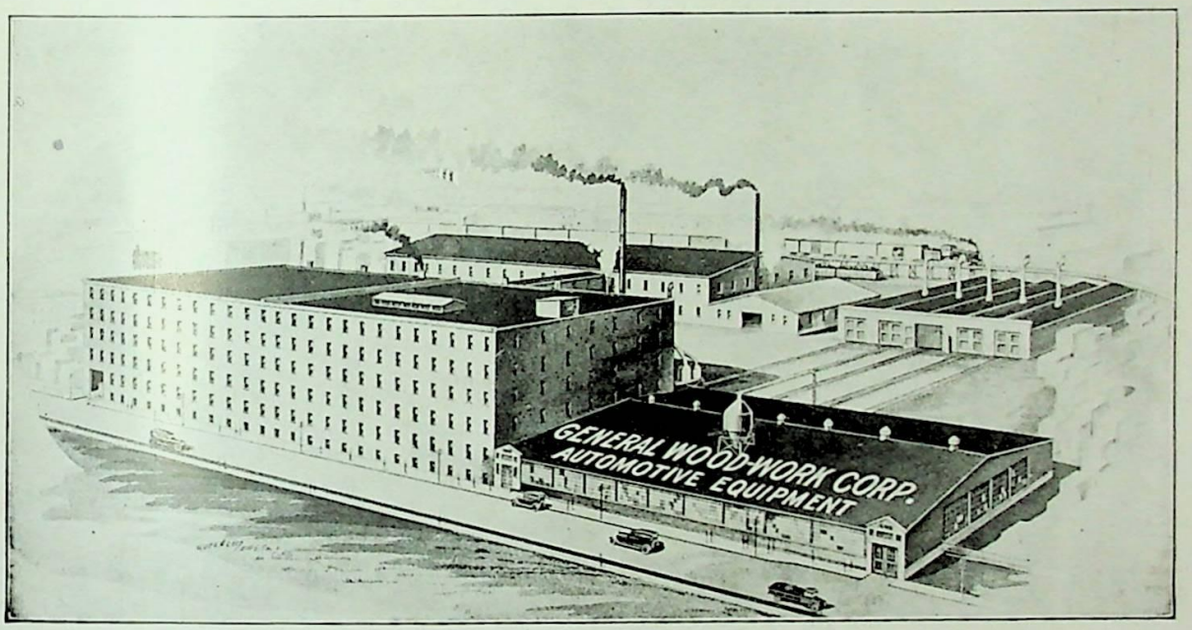
These illustrations show the Hand Hoist and Body Model No. 92 for coal delivery. The upper 10 inches of the sides are hinged and may be dropped down to facilitate hand shovel loading. The tailgate is double acting and equipped with a sliding coal door.



U.S. PATENT OFFICE
AUG 19 1930
DIVISION X

THE HOME OF

RAIN OR SHINE TRUCK CABS



SOLD BY

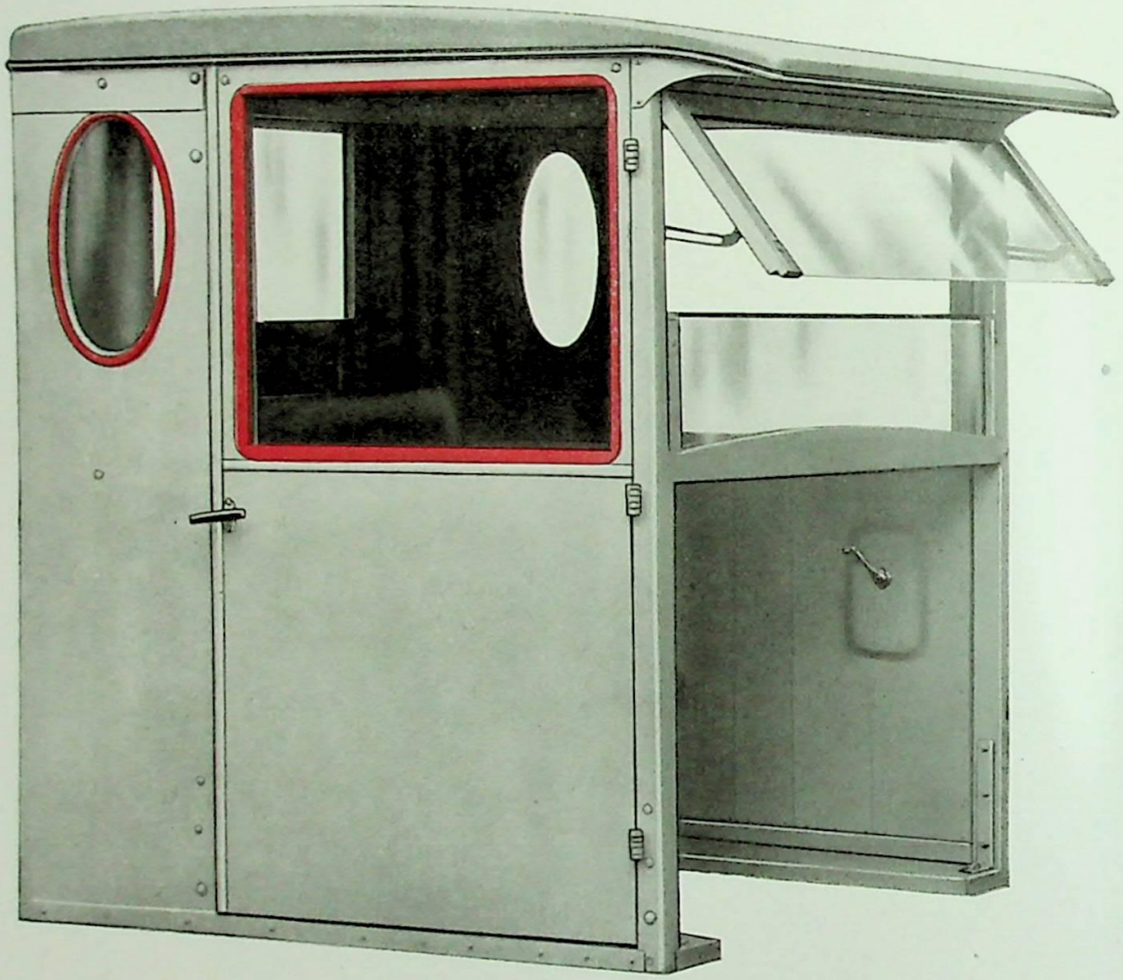
MAYER BODY CORPORATION

6461 - 63 - 65 FRANKSTOWN AVENUE

PITTSBURGH, PA.

PHONE
HIGHLAND
8530 - 8531

DELUXE COUPE



DE LUXE COUPE

The R & S "De Luxe Coupe" Cab is the outgrowth of a popular demand by the trade for a cab of improved style and appearance and combines with it all of the comforts and conveniences of a closed passenger car. With the advent of better roads and speedier trucks covering many more miles than heretofore, comfort for the driver is essential. The operation of trucks by night is increasing very materially, creating the necessity of maximum vision and accessible controls. The addition of the window in the side quarters not only enhances its appearance, but adds to the safety of the operator. High grade coach construction is embodied in this cab throughout.

Real Comfort *for the* Driver

THE R-S DELUXE COUPE CAB

SPECIFICATIONS

Width inside.....47″, 51″, 55″
Depth inside.....46″
Door opening.....28x52″
Weight (approximately) 425 pounds)

Width outside, maximum.....54″, 58″, 62″
Depth outside, maximum.....47¾″
Height .....58½″
Weight crated (approximately) 475 pounds

TOP

Thoroughly dried and seasoned framework, integral visor, plywood panel roof covered with heavy black oiled duck, neatly trimmed, metal watershed moulding.

DOORS

Wide opening, crank type window regulators, high grade crystal sheet glass in upper half; opening rounded at corners for multiple painting effects; door posts neatly rounded, edged with T iron and panel joints furnished with aluminum moulding.

CUSHIONS AND BACK

Made of high grade spring assemblies mounted on hardwood framework, deeply padded with hair and cotton and covered with tan Spanish leatherette.

DASH

Thoroughly seasoned and kiln dried hardwood tailored to fit the chassis.

PAINT

One coat of lead and oil primer on all metal and wood parts, except portions of interior which are oil stained.

WINDSHIELD

Two sections, lower half stationary, upper section suspended on continuous hinge controlled by rust proof throw out brackets, overlapping lower section and posts at sides; weatherproofed at joints.

BASE ASSEMBLY

Thoroughly seasoned high grade selected lumber, securely bolted and tailored to fit specific chassis dimensions without alterations. Gas tank saddles are provided when necessary and proper height and width of seat provided to give maximum vision and comfort to the driver.

BACK AND SIDE QUARTERS

Seasoned hardwood covered with special auto-body metal securely bolted to frame. Side quarters are provided with large oval side lights and rear section with drop windows.

IRONING

The cab is ironed in an approved manner at all points of strain, and secured with bolts and lock washers.

EQUIPMENT

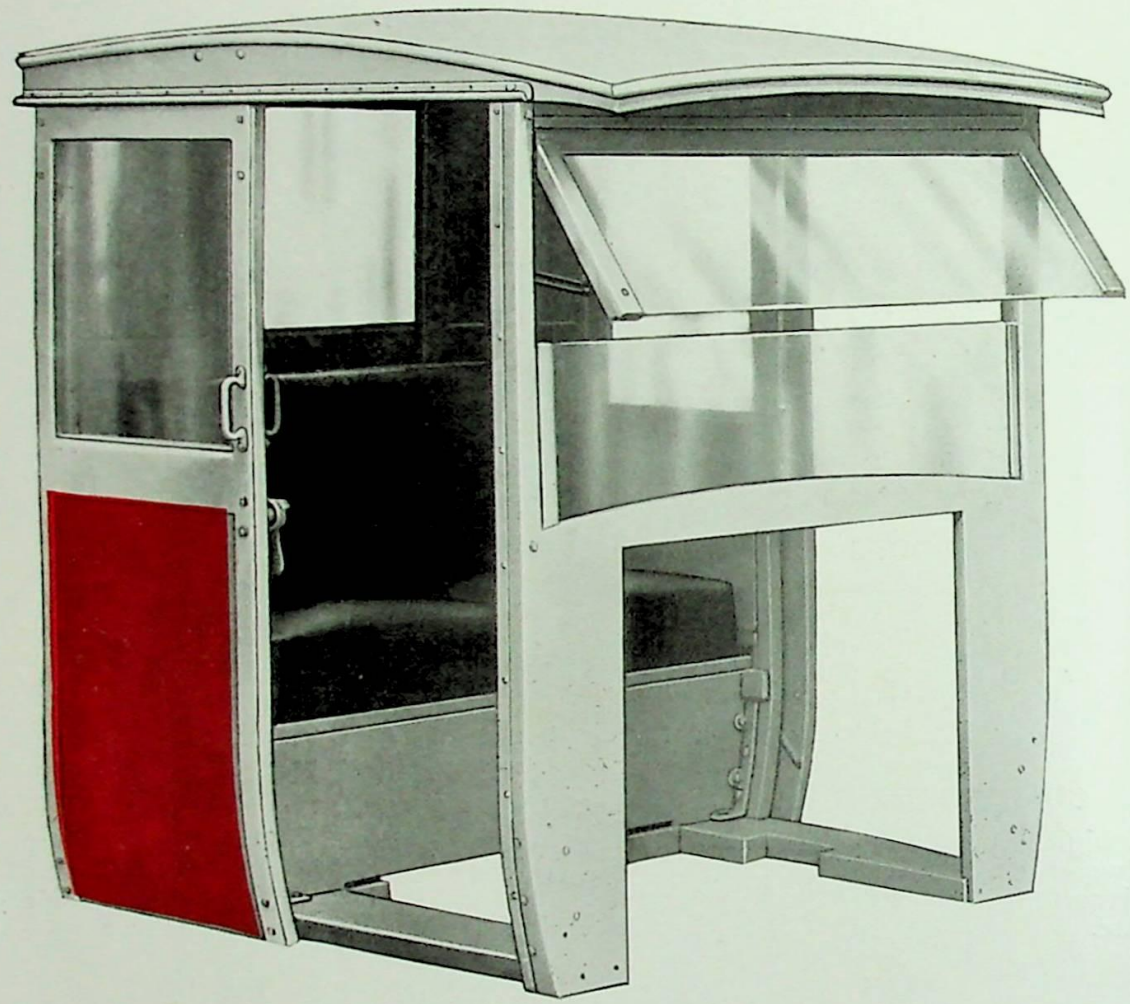
Standard mounting clamps, bolts and springs are furnished with each cab.

THE GENERAL WOODWORK CORPORATION

CINCINNATI

THE PIONEER MOTOR TRUCK CAB BUILDERS OF AMERICA

SLIDING DOOR TYPE



The Rain or Shine Cab is the result of over thirty years experience in vehicle woodwork manufacture, and is the direct outgrowth of storm buggy design as manufactured by us, famous the world over years before the advent of the motor vehicle. Mechanical features of Rain or Shine Cabs were perfected and in successful operation before inclosed truck cabs were on the market. By building upon this long experience of tried and true construction principles, refined to suit present needs, the Rain or Shine Cab was developed.

Selected, well seasoned, hardwood sill and frame construction, mortised, tenoned, glued and bolted throughout (not screwed) and braced at vital points with forgings and steel, provide the super-structure to which is applied the stretcher leveled steel paneling and steel bindings. Heavy malleable and forged fittings, designed especially for their purposes, lend strength and quality.

Absence of nailed on wood mouldings is noticeable; moulded effect being accomplished in the milling of the various parts. Drip mouldings and eave troughs are of steel.

Wood parts are well sanded and perfectly joined, the finished product being far above the usual standard in the woodworking art.

THE "SERVICE CARE FREE" CAB

RAIN OR SHINE SLIDING DOOR TYPE

SPECIFICATIONS

Width inside.....48", 52", 56"
Depth inside.....46"
Door opening.....21x53¼"
Weight (approximately) 400 pounds
Width outside, maximum.....55", 59", 63"
Height overall.....61½"
Depth outside.....47¾"
Weight crated (approximately) 450 pounds

TOP

Thoroughly dried and seasoned framework, plywood panel roof, covered with heavy black oiled duck, neatly trimmed, metal watershed moulding.

DOORS

Sliding type, suspended on track in top; roller hangers of case hardened steel, cushioned with anti-rattler washers. Lower guide rail of steel construction. Large openings, with drop sashes equipped with spring anti-rattlers.

CUSHIONS AND LAZY BACK

Made of high grade spring assemblies mounted on hardwood framework, deeply padded with hair and cotton and covered with tan Spanish leatherette.

DASH

Thoroughly seasoned and kiln dried hardwood tailored to fit the chassis.

PAINT

One coat of lead and oil primer on all metal and wood parts, except portions of interior which are oil stained.

WINDSHIELD

Two sections, lower half stationary, upper section suspended on continuous hinge controlled by rust proof throw out brackets, overlapping lower section and posts at joints. On 56" size cab four section shield is used.

BASE ASSEMBLY

Thoroughly seasoned high grade selected lumber, securely bolted and tailored to fit specific chassis dimensions without alterations. Gas tank saddles are provided when necessary and proper height and width of seat provided to give maximum vision and comfort to the driver.

BACK AND SIDE QUARTERS

Seasoned hardwood covered with special auto-body metal securely bolted to frame. Side quarters are provided with large lights and rear section with drop windows.

IRONING

The cab is ironed in an approved manner at all points of strain, and secured with bolts and lock washers.

EQUIPMENT

Standard mounting clamps, bolts and springs are furnished with each cab.

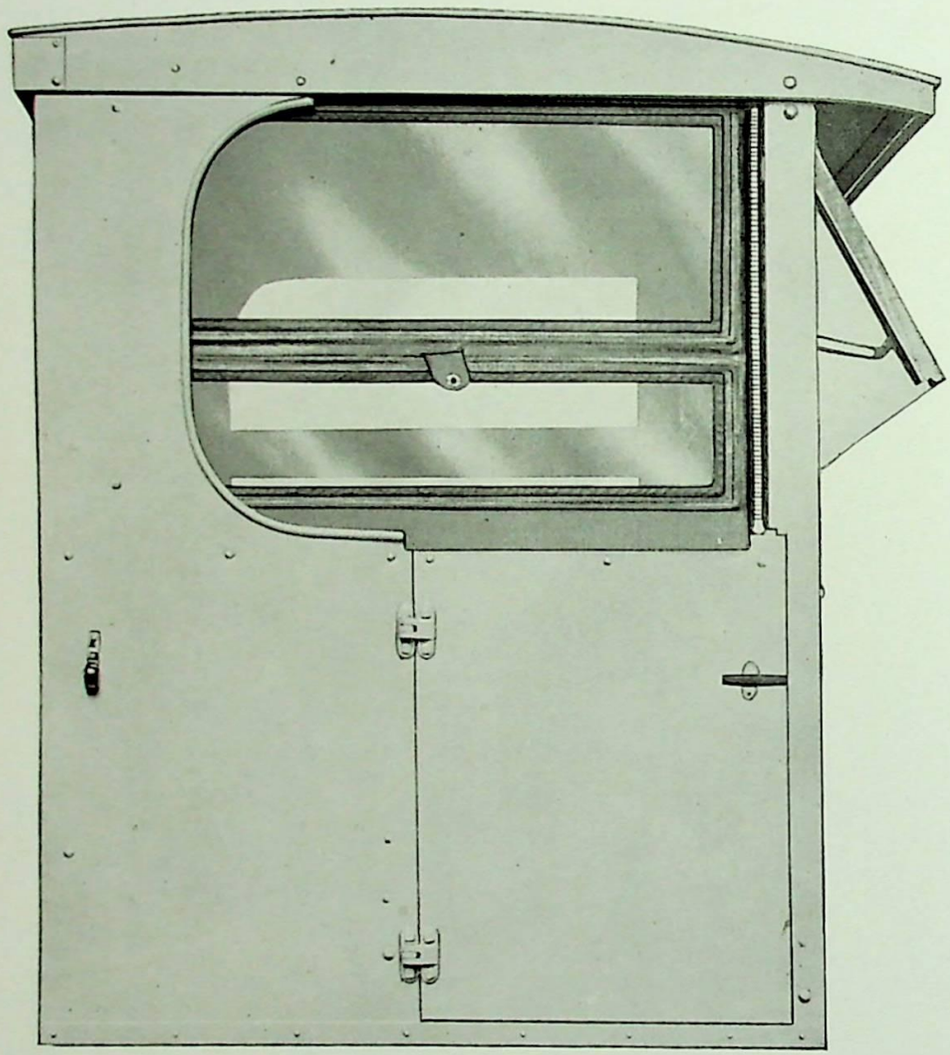
THE GENERAL WOODWORK CORPORATION

CINCINNATI

THE PIONEER MOTOR TRUCK CAB BUILDERS OF AMERICA

PIONEER

with ZIPPER CURTAINS



The R & S "Pioneer" with "Zipper Type" curtains fills the need for a cab to be used on trucks up to 3½-ton capacity, equipped with dump bodies or any other equipment where it is advantageous for the driver to extend his body beyond the side of the cab to locate the position of the rear wheels. Note the rounding of edge of side quarter, eliminating sharp corners of opening where it comes in contact with driver's arm. The Zipper Type Curtains are unique. One fold of the two sections and it is ready to hang in canopy. Simply release fastener and curtain drops into position. The Zipper Hookless Fastener retains the curtain in position under all conditions. It is capable of withstanding a pressure far greater than that which will be encountered in actual use. Positively the most effective and speediest operating curtain ever installed on a motor truck cab.

THREE QUARTER ENCLOSURE *with* ZIPPER PATENTED CURTAIN

SPECIFICATIONS

Width, Inside .....48″ 54″
Depth, Inside .....46″
Door Opening .....21½″
Weight (approximately).....390-430 lbs.

Width, Outside .....50½″ 56½″
Depth, Outside .....47⅜″
Height .....58″
Weight crated (approximately).440-480 lbs.

TOP

This three-quarter steel enclosed cab has a steel covered deck — an ideal construction for the most rigorous trade requirements. The roof is insulated with ply-wood panels that exclude excessive heat, and adds to the comfort and efficiency of the driver.

DOORS

Metal on wood frame, watershed on top. Hinges, Locks, etc., 100 per cent oversize.

CUSHIONS AND BACK

High grade spring assemblies mounted on hardwood frame, deeply padded with hair and cotton, and covered with Black Leatherette.

DASH

Thoroughly seasoned and kiln dried hardwood tailored to fit the chassis.

BASE ASSEMBLY

Thoroughly seasoned high grade selected lumber, securely bolted and tailored to fit specific chassis dimensions without alterations. Gas tank saddles are provided when necessary. Proper height and width of seat provided to give maximum vision and comfort to the driver.

CURTAINS

Each curtain, equipped with large Pyralin lights, is made in two sections—insuring maximum vision. The zipper fasteners operate instantaneously. They hermetically seal the curtains to the sides of the cab—are capable of withstanding pressure up to 200 pounds per square inch—and function instantly under the most rigorous operating conditions.

WINDSHIELD

48″ size two sections, lower half stationary. Upper half on continuous hinge, controlled by rust proof throwout brackets, overlapping lower section and side posts; weatherproofed at joints; 54″ size, four sections, upper sections of individual operation.

BACK AND SIDE QUARTERS

Seasoned hardwood frame, covered with heavy steel panels. Side quarters rolled over heavy wire, insuring maximum strength.

IRONING

The cab is ironed in an approved manner at all points of strain, and secured with bolts and lock washers.

EQUIPMENT

Standard mounting clamps, bolts and springs are furnished with each cab.

THE GENERAL WOODWORK CORPORATION

CINCINNATI

THE PIONEER MOTOR TRUCK CAB BUILDERS OF AMERICA

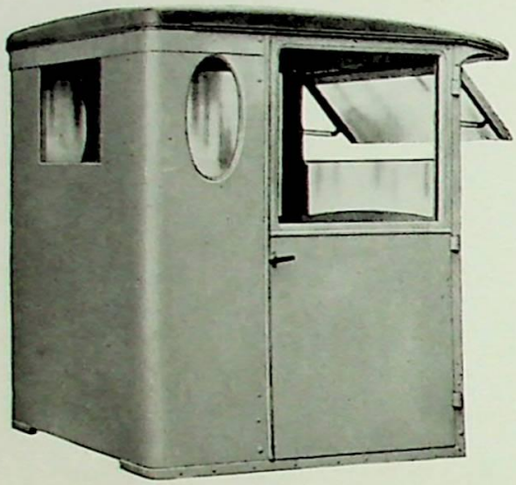
RAIN OR SHINE TRUCK CABS

THE "RAIN OR SHINE" Cab will make your truck driver comfortably warm regardless of weather conditions.

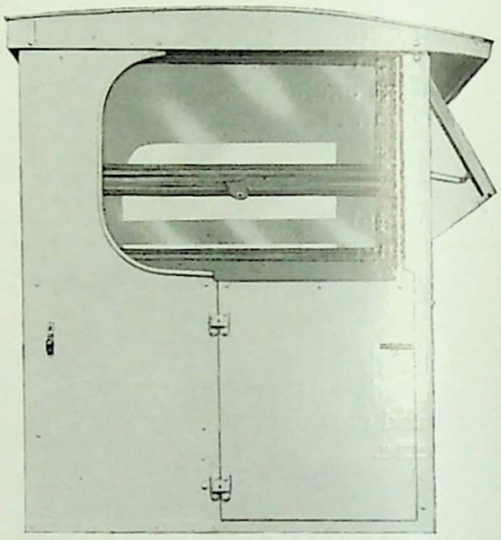
The results will show in improved winter delivery schedules and lower operating costs.

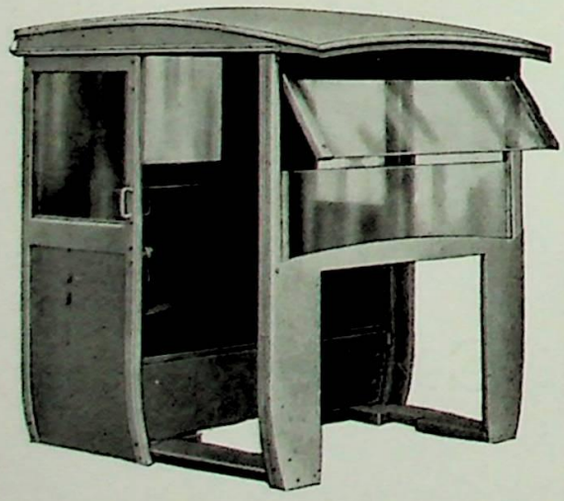
Your truck driver will be more contented and give a better days work.

The "RAIN OR SHINE" Cab will pay for itself over and over again.



Constructed on scientific principles of the most sturdy hardwood and steel, (embracing flexibility) and which makes the cab non-conductive to heat or cold, a feature which can not be embodied in an all steel cab. The doors of a sliding type; window disappearing (limousine type) makes a real open cab in warm weather, and a real closed cab in cold or rainy weather.





WITH all their enduring sturdiness Rain or Shine Cabs have made no sacrifice to comfort or appearance. Each type is designed to harmoniously finish off any chassis—to furnish adequate all weather riding comfort to truck drivers and crews.

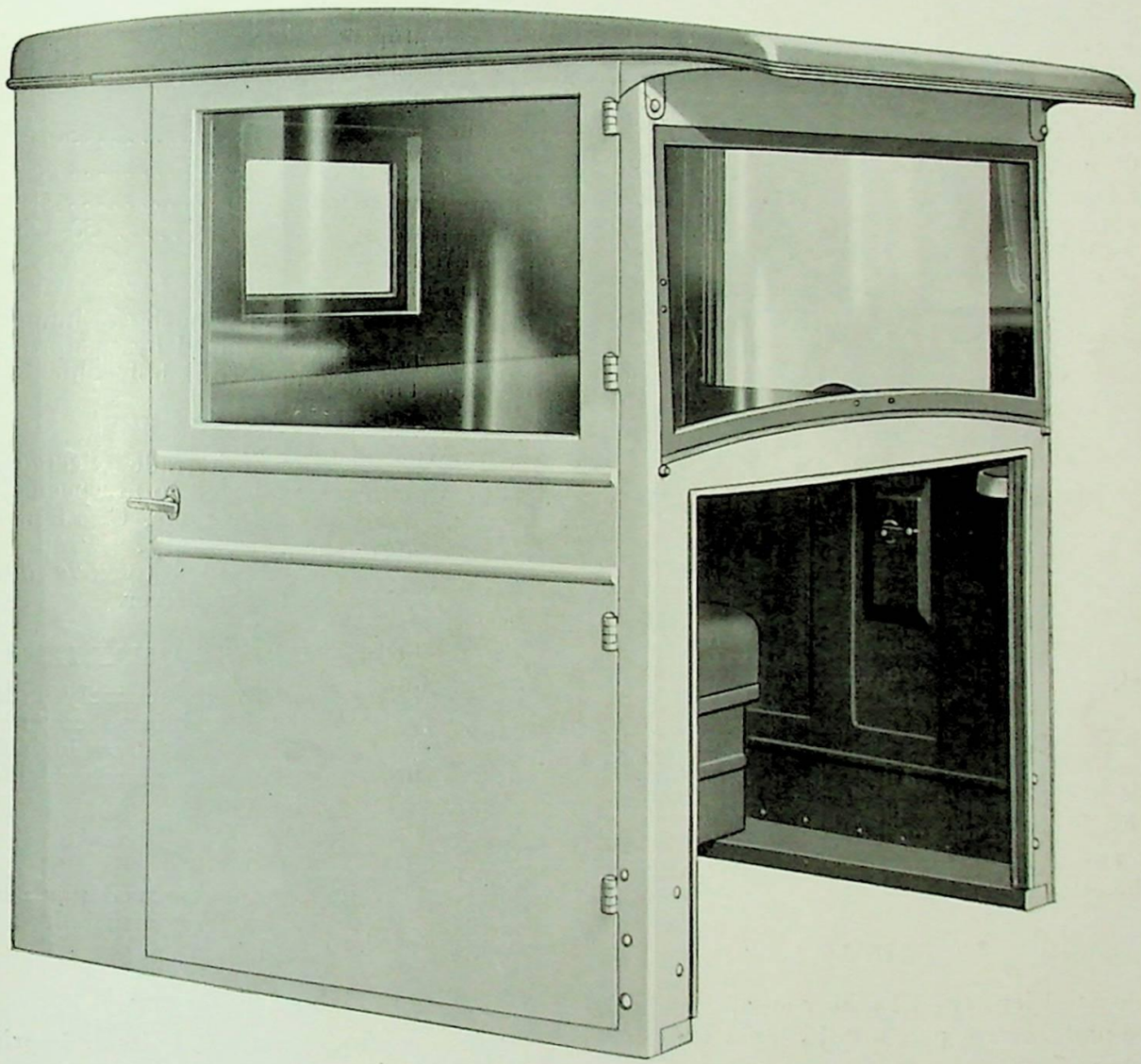
THE first "RAIN OR SHINE" full length sliding door cab was sold in February 1918. This type of cab is still being sold in large quantities.

ALMOST NINE YEARS OF SATISFACTION.

A record for continuous service. Check up on a "RAIN OR SHINE" Cab that has been in service several years, and note its good condition.

1929 SERIES

DELUXE
COUPE CAB



The 1929 Series Rain or Shine Coupe Cab embodies strictly up-to-date design and construction. Very large doors equipped with crank type window regulators. Each door hung on four coach hinges. Metal-bound one-piece windshield suspended on continuous hinge. Deep spring cushions and lazy back, with the interior of the cab at the side and rear completely lined to match. Wood and metal construction insures flexibility and long life.

COMFORT - APPEARANCE - DURABILITY

COMBINED IN THE 1929 SERIES

R-S DELUXE COUPE CAB

SPECIFICATIONS

Width, inside .....46″, 50″, 54″
Depth, inside .....41″, 44″, 46″
Door Opening .....32x52″
Weight (approx.).....400-425-450 lbs.
Width, outside (max.).....50″, 54″, 58″
Depth, outside (max.) .....47¾″
Height .....58½″
Weight crated (approx.).....450-475-500 lbs.

TOP

Thoroughly dried and seasoned framework, integral visor, plywood panel roof covered with heavy black oiled duck, neatly trimmed, and metal watershed moulding.

DOORS

Seasoned hardwood supported by four heavy coach hinges, high grade crystal glass held in position by crank type window regulator; remote controlled locks employed. Outside lined with metal.

CUSHIONS AND BACK

Made of high grade spring assemblies mounted on hardwood framework, deeply padded with hair and cotton and covered with tan Spanish leatherette.

PAINT

One coat of lead and oil primer on all metal and wood parts, except portions of interior which are oil stained.

WINDSHIELD

One piece metal bound windshield hung on continuous hinge and supported by rustproof throw out brackets. Thumb screws hold shield in place.

BASE ASSEMBLY

Thoroughly seasoned high grade selected lumber, securely bolted and tailored to fit specific chassis dimensions without alterations. Gas tank saddles are provided when necessary. Proper height and width of seat provided to give maximum vision and comfort to the driver.

BACK AND SIDE QUARTERS

Seasoned hardwood frame securely bolted together, employing coach joints, covered with special auto body metal. Lined on inside of cab with Spanish leatherette to match cushion and back.

IRONING

The cab is ironed in an approved manner at all points of strain, and secured with bolts and lock washers.

EQUIPMENT

Standard mounting clamps, bolts and springs are furnished with each cab.

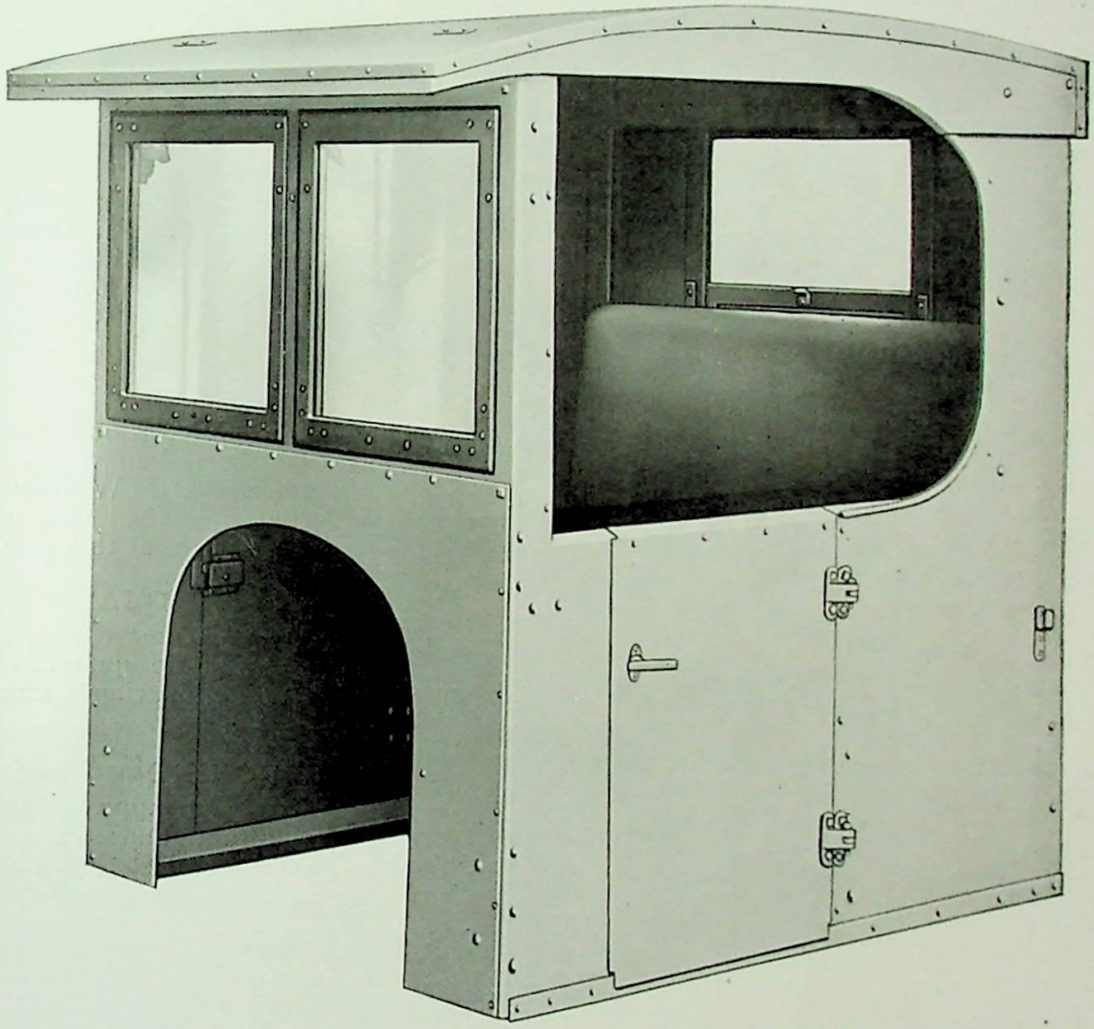
THE GENERAL WOODWORK CORPORATION

CINCINNATI

THE PIONEER MOTOR TRUCK CAB BUILDERS OF AMERICA

1929 SERIES

PIONEER TYPE CAB



Especially Adaptable To Dump Truck Requirements

Built to survive the most strenuous dump truck operating conditions, this "Dump Truck Special" incorporates everything that a cab for such use should have.

1. Heavy metal roof, protecting the deck and driver from stones, coal, and the like.
2. Vision of rear wheels without opening of the door.
3. Flexible contact between the deck and windshield absorbs the strain when the chassis is in a twist.
4. Wood and metal construction insures constant use.

A THREE QUARTER ENCLOSURE ADAPTED TO DUMP TRUCK WORK

SPECIFICATIONS

Width, inside (max.).....48", 53"
Depth, inside .....41", 44", 46"
Door Opening .....20¼x26"
Weight (approx.) ....390-430 lbs.

Width, outside (max.).50½", 55½"
Depth, outside .42¾", 45¾", 47¾"
Height .....58"
Weight Crated (app.).440-480 lbs.

TOP

16 ga. metal deck supported by heavy side quarters and channel iron rib. Deck metal extends to bottom of rear canopy rail, protecting cab from damage incidental to dump truck operation.

DOORS

Hardwood frame securely bolted and lined inside and out with auto body metal. Locks, hinges, etc 100% oversize.

CUSHIONS AND BACK

High grade spring assemblies mounted on hardwood frame, deeply padded with hair and cotton, and covered with Black Leatherette.

DASH

Thoroughly seasoned and kiln dried hardwood tailored to fit the chassis.

BASE ASSEMBLY

Thoroughly seasoned high grade selected lumber, securely bolted and tailored to fit specific chassis dimensions without alterations. Gas tank saddles are provided when necessary. Proper height and width of seat provided to give maximum vision and comfort to the driver.

CURTAINS

Each curtain, equipped with large Pyralin lights, is made in two sections—insuring maximum vision. The Dot fasteners operate almost instantly. Curtains are of the folding type and suspended in top when not in use, permitting air space between sections which insures considerably longer life.

WINDSHIELD

Heavy hinges permit ventilation both at top or bottom. Glass encased in wood frames and set in rubber channels. With our flexible top joint this windshield construction will eliminate all breakage at this point.

BACK AND SIDE QUARTERS

Seasoned hardwood frame, covered with heavy steel panels. Side quarters rolled over heavy wire, insuring maximum strength.

IRONING

The cab is ironed in an approved manner at all points of strain, and secured with bolts and lock washers.

EQUIPMENT

Standard mounting clamps, bolts and springs are furnished with each cab.

The floating windshield design is embodied in this cab, permitting side torsion of the canopy without damage to the front of the cab, when the chassis is in a twist.

THE GENERAL WOODWORK CORPORATION

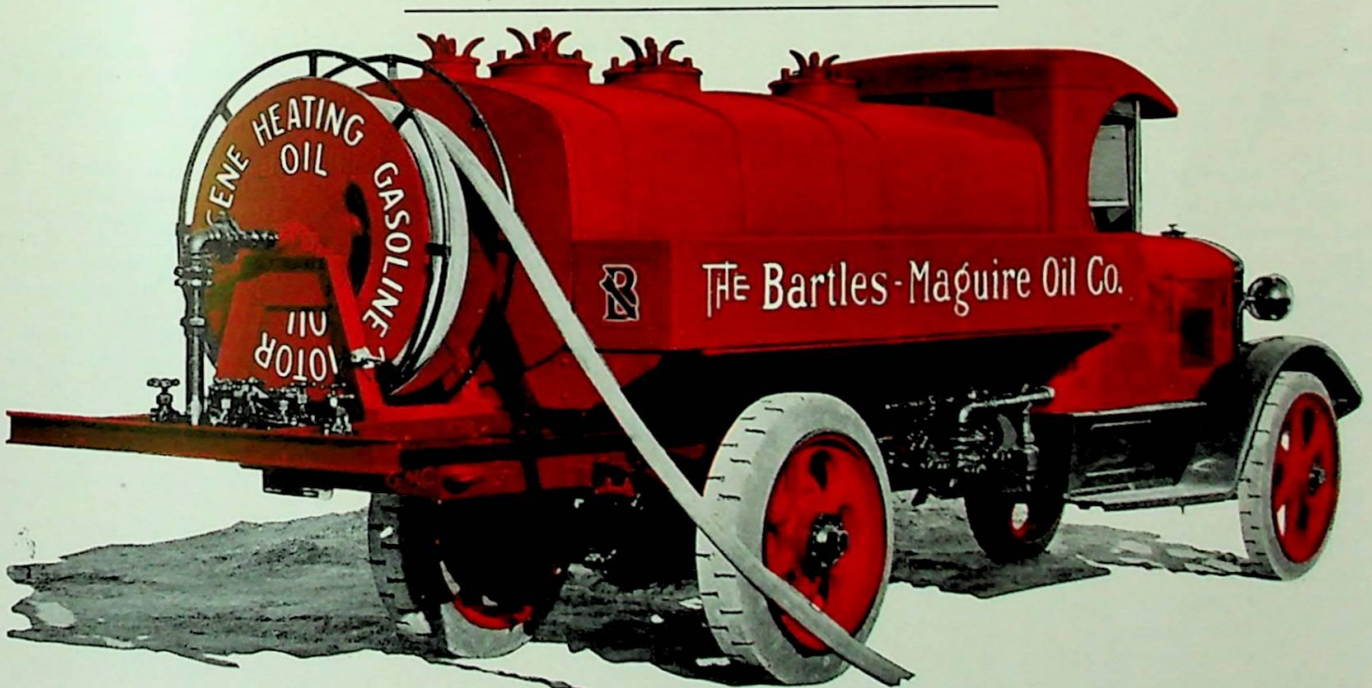
CINCINNATI

THE PIONEER MOTOR TRUCK CAB BUILDERS OF AMERICA

HEIL TANKS

Heil Compartment Truck Tanks combine pleasing, balanced design with light, sturdy construction and advanced engineering principles. This attention to details makes for equipment that lends itself to attractive, effective advertising besides providing for quick, economical delivery facilities. Heil tanks are built in any capacity and combination of compartments, for mounting on any make or model of motor truck.

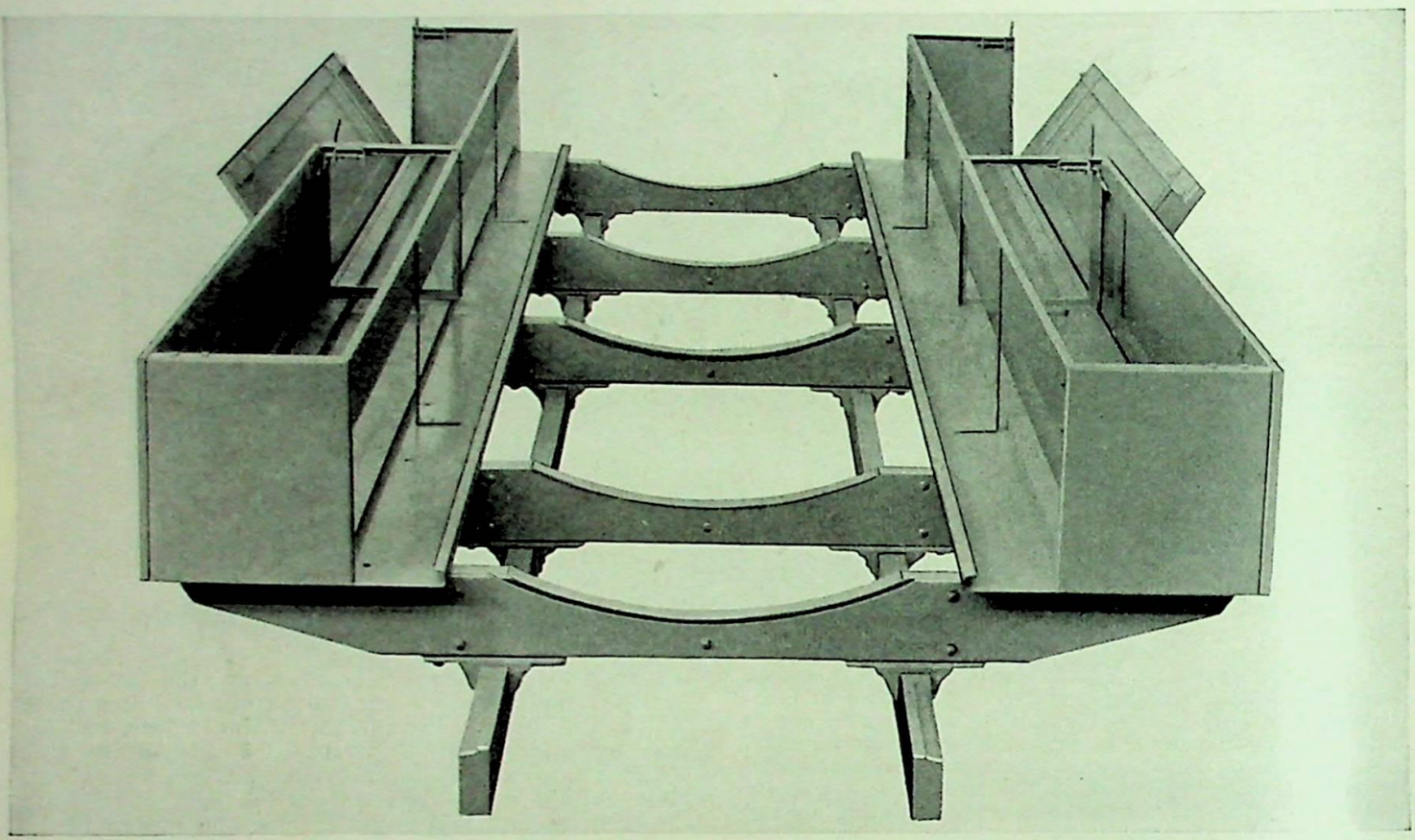
Built to the customer's specifications, the 800 gallon unit shown above, has four compartments, steel drop panel can racks, integral can box with top hinged door, individual emergency valve controls, Heil hinged-lift lock bumper bar, fourteen-inch manholes, six-inch filler plugs, Heil Full-Flow Air Vents, special tail light and license bracket, two-inch piping and faucets, and mudguards.



The combination of Heil pump units and hose reels on fuel oil truck tanks provide many delivery advantages exclusive to Heil. Three of the compartments of this 1000 gallon tank are provided with fourteen-inch manholes while the rear compartment has only a six-inch filler plug. The can racks have drop panels, and the longitudinal sills are adjustable to different width chasses.

With the pump unit on the curb side and middle of the chassis a short power hook up to the transmission power takeoff is possible — and the valves and controls are compact and accessible. The hose reel permits the hose to be connected at all times and only as much of it may be unwound as is necessary. This protection assures long life to the hose.

HEIL CONSTRUCTION



Specifications

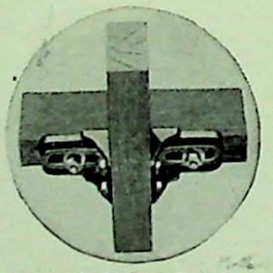
Shapes: Elliptical or Semi-elliptical in cross section.

Construction: Tanks welded throughout by electric arc process.

Material: Blue annealed open-hearth steel sheets. Tanks up to 500 gallons are 14 gauge, 500 to 1000 gallons 12 gauge, over 1000 gallons, 10 gauge.

Compartments: Tanks may have from one to five or more compartments. Large compartments are placed in front unless otherwise specified.

Compartment Heads: Double heads separate the compartments and seams are covered with half oval band.



Heil Sill Shifter Bracket with 5 inch adjustment.

Surge Plates: Are placed in all compartments 300 gallons or greater. Longitudinal surge plates are used in all tanks having manholes. In tanks fitted only with 6″ filler plugs, crosswise surge plates are used.

Outlets: 1½″ in tanks up to 500 gallons. All tanks of 500-gallon capacity and greater are furnished with 3″ outlets to accommodate emergency valves if later required. Outlets are reinforced quadruple welded, and dished for drainage.

Piping: Wrought iron, 1½″ in tanks up to 1200. Tanks 1300 gallons and greater have 2″ piping. 2″ piping can be furnished on smaller tanks at extra cost. Piping is sloped to drain compartments.

Faucets: Wheaton, MacDonald or Morrison, size to fit piping.

Filler Plugs: 6″ with ¾″ Heil Full-Flow Vents are furnished in tanks up to 1200 gallons. Filler plugs have shackle chains to prevent loss.

Manholes: 14″ screw cover manholes with 6″ filler plugs, fitted with ¾″ vents furnished as standard on tanks 1300 gallons and larger. Manholes can be supplied on smaller tanks at extra charge.

Vents: The Heil Full-Flow Air Vent. ¾″, triple acting, with fusible metal plug.

Longitudinal Sills: Kiln dried, hardwood.

Cross Members or Bolsters: Steel, formed with double right angle bend; wood filled at center. Tank does not rest on metal—can not wear through or cause leaks.

Can Box: Steel (Integral) can box, made by extending the tank shell, is partly lined with wood. A welded-on can box with partitions can be provided at an extra charge.

Doors to Box: Side-swing steel covered doors with Perfection door latch are standard. A top-hinged door, fitted with three-way Emco lock, can be furnished at same price.

Can Rack Platform: The platform is of steel, made with double right angle bend at each edge. Built 14″ wide to carry 10-gallon oil cans. Extends from tank out laterally, acting as mud guard. Floor is ribbed with oak strips.

Can Rack Sides: Stationary wood board, piping and chain, or a hinged metal side rack. The latter is standard.

Bumper: The Heil Lift-Lock Bumper (Patent Pending) is furnished as standard equipment. A loafer cushion shown above is furnished on order.

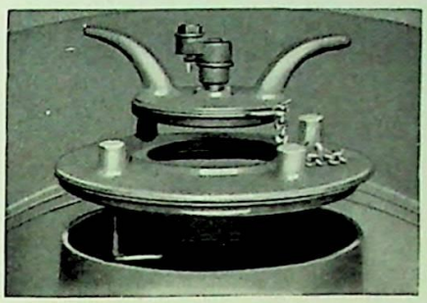
"U" Bolts: Included with complete tank for mounting on chassis. Tanks can be attached to the truck chassis in a few minutes.

Painting: One coat of special metal primer. Color painting and lettering extra.

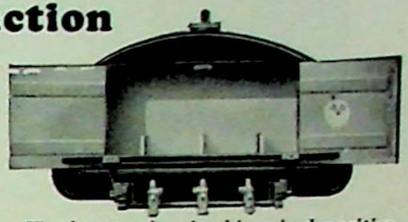
HEIL TANKS

Special Features of Heil Construction

Every truck chassis traveling over rough pavement is subjected to strain, weaving, and tortion. Heil provides expansion joints in pipe lines to eliminate rigid connections and the danger of pipe lines becoming loose, and developing leaks through strain and vibration.

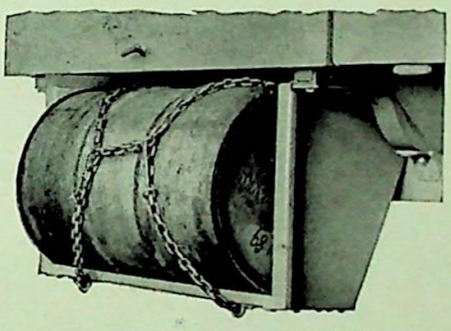


Every manhole cover is fitted with a capacity calibrating device, 6″ filler plug, and Heil Full-Flow Air Vent. The filler plug is securely chained; the horns flared to prevent barking of the knuckles. A static eliminator can be furnished at extra cost.

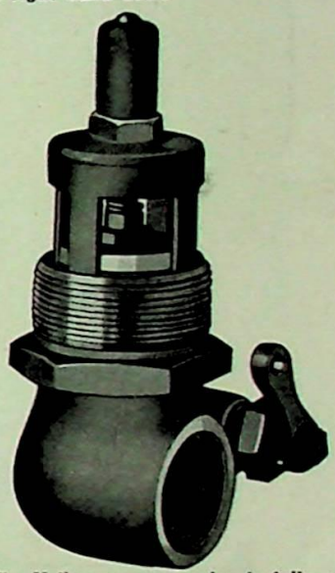


The bumper bar in this raised position holds open the side hinged doors of the wood lined, partitioned, integral can box. With the Heil unit control for emergency valves, the doors will not close until the valves are closed. Note the counter dial on right hand door.

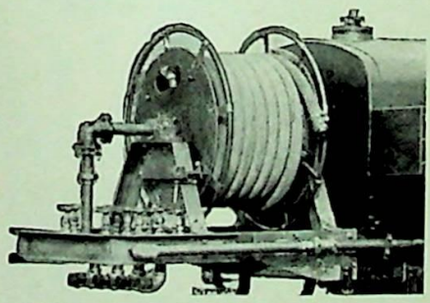
The Heil Full Flow Air Vent permits the fastest unloading possible and is designed to give protection against explosion in case of fire or leakage in the event the tank is accidentally tipped over.



One of several types of Heil barrel racks underslung from the running board or side can rack. It is of all steel construction and gives ample ground clearance.

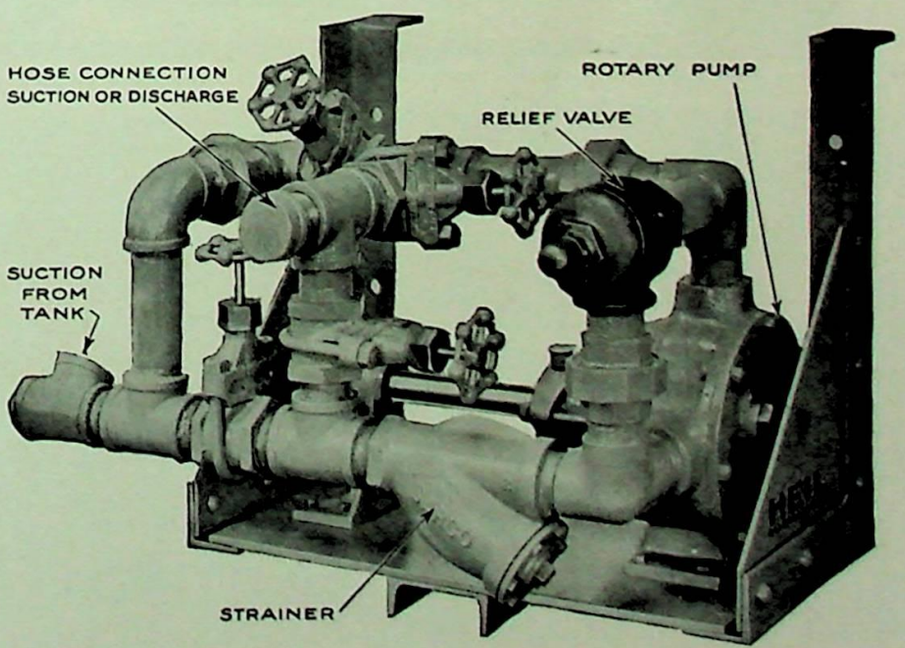


The Heil emergency valve is fully protected, for the seat is inside the tank. It is not necessary to climb on top of the tank to operate Heil emergency valves. They may be operated individually or as a unit.



Heil pump units with hose reels are preferable to gravity unloading of fuel for they discharge 100 gallons per minute. Mounted on a bracket, the pump unit may be installed on tanks now in service. There is a strainer ahead of the pump to eliminate grit and dirt. A relief valve usually set at 35 pounds pressure provides protection to the pump lines in the event the operator neglects to open the proper valves. It also permits the use of a shut-off valve at the delivery end of the hose so the operator may stop the flow of the oil, when the storage tank is full, without running back to the truck. By manipulation of the valves, oil may be pumped into or out of any one or all compartments; or from one compartment to another; or from one outside source to another. Power is provided for the operation of the pump, through a power takeoff from the truck transmission.

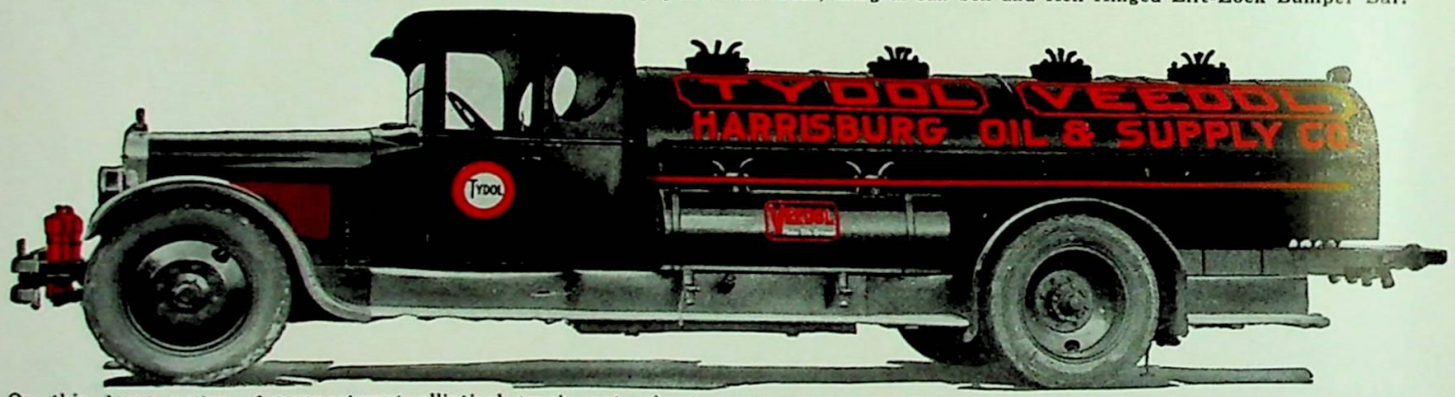
Hose Reel and Fuel Oil Pump



HEIL TANKS

A 1300 gallon, 5-compartment Heil elliptical truck tank. Compartments from front to rear are 400, 300, 250, 150, and 100 gallons capacity. The partitioned can box is an integral part of the tank shell. The can rack has drop panels.

A Heil semi-elliptical 3-compartment tank with steel drop panel can racks, integral can box and Heil Hinged Lift-Lock Bumper Bar.



On this 1000 gallon, 4-compartment elliptical truck, note the two compartment auxiliary tanks underslung from the full length runboards.

A Heil 2500 gallon, 5-compartment truck tank mounted on a trailer. Note the steel tubes for carrying the hose under the canracks

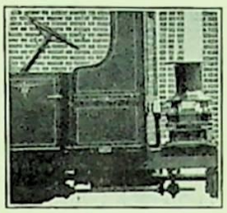


FIG. 1

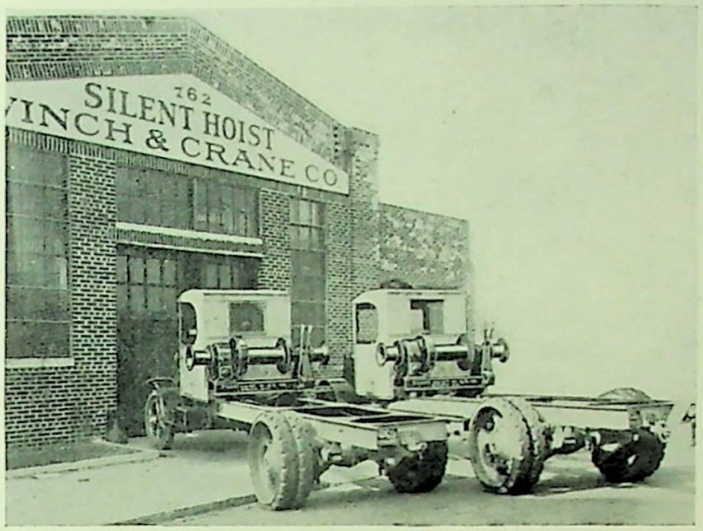


FIG. 2

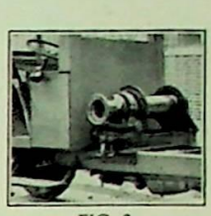


FIG. 3

SILENT HOIST

Winches Cranes & Derricks

for all makes and models of gasoline and electric

MOTOR TRUCKS & TRACTORS

WINCHES, Cranes, and Derricks mounted on motor trucks driven from the truck engine will *increase the usefulness* of the trucks at least 100%. The power of the engine will then be used for loading, unloading, pulling and hoisting, and to do the most difficult jobs without any trouble and with a great saving in time and labor.

The SILENT HOIST Winch & Crane Co. is the *pioneer* manufacturer of Motor Truck *Power* Winches. The performance of SILENT HOIST Winches has been so satisfactory that users are continually placing repeat orders for them and now many of the electric light and power companies and other public utilities, trucking companies and contractors have *10, 20, 50 and more* SILENT HOIST Winch equipped trucks.

GUARANTEE—ALL SILENT HOIST Winches are GUARANTEED first class in workmanship and material without reservations or time limit.

SILENT HOIST
Winch & Crane Co.
INC.

Pioneer Manufacturers of Worm-Drive Hoisting Machinery

WINCHES, CRANES AND DERRICKS FOR MOTOR TRUCKS
ELECTRIC AND GASOLINE CARPULLERS, HOISTS AND WINCHES

762-772 HENRY STREET
BROOKLYN, N.Y.

"SILENT HOIST" VERTICAL CAPSTAN WINCHES

Vertical Capstan Winches are most popular with truckmen, draymen, riggers and contractors who do heavy hauling, loading and unloading, hoisting and pulling of machinery, safes, boilers, smoke-stacks, stones, etc.

FIG. 4

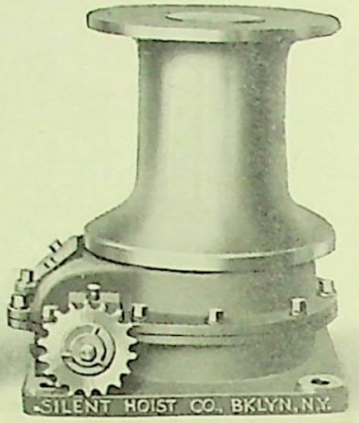


FIG. 5

Capstan Winches are primarily for use with manila rope. They are unusually compact, simple and safe to operate, and very powerful. The worm-gear drive, a phosphor-bronze worm-gear meshing a heat-treated and ground nickel-steel worm, is *self-locking* and will *positively* hold the load.

Model	Code Word	NAME AND TYPE	Lifting Capacity Single Line	SPEED Ft. per Min.	Winch Head		Space Required	WEIGHT
					Diameter	Height		
K	LICAP	Light Duty Vertical Capstan	2500 lbs.	50 to 60	4½"	8"	13"	135 lbs.
T	CAP	Heavy Duty Vertical Capstan	6000 lbs.	50 to 60	8"	12"	16"	300 lbs.

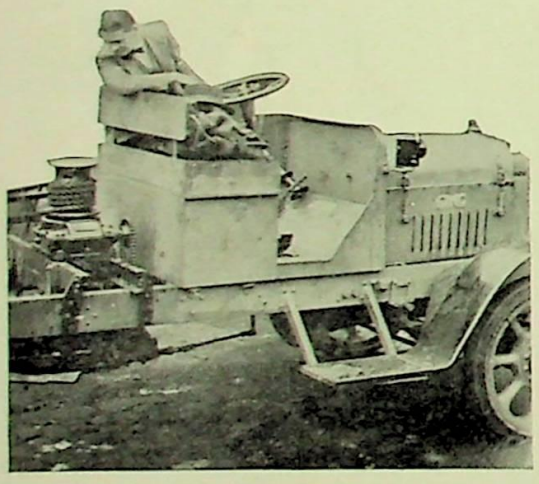


FIG. 6

The type and capacity of the Winch are really independent of the size and capacity of the truck on which the installation is proposed, but rather to be determined by the kind of work the Winch is to do.

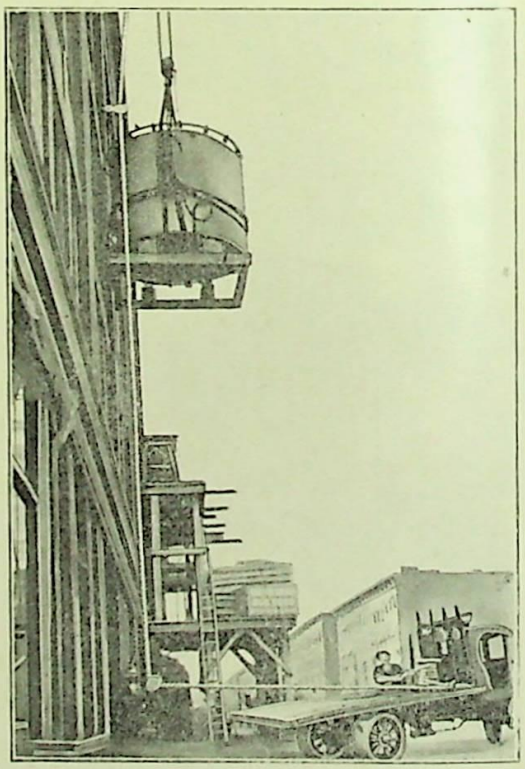


FIG. 8

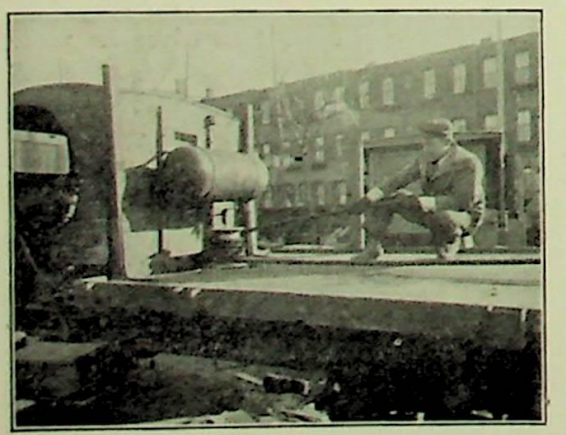


FIG. 7

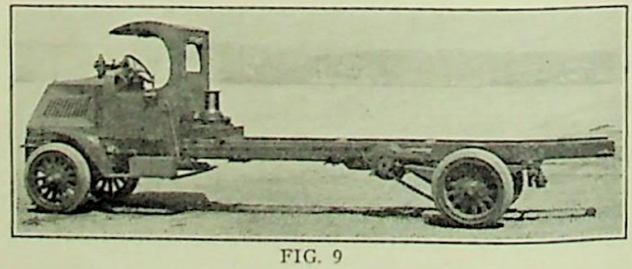


FIG. 9

"SILENT HOIST" HORIZONTAL CAPSTAN WINCHES

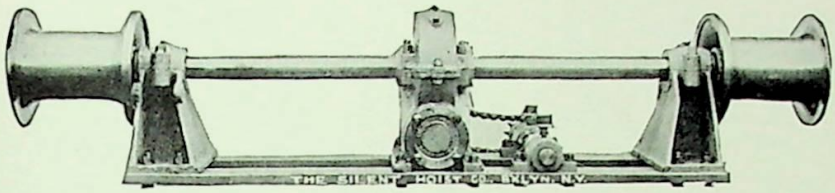


FIG. 10
SINGLE AND DOUBLE HORIZONTAL CAPSTANS WITH EXTENDED HEADS
(Models KB & TH with 1 Head—Models KBB & THH with 2 Heads)

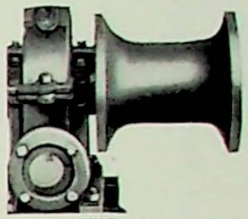


FIG. 11
HORIZONTAL CAPSTANS WITH HEADS CLOSE
(Models KH & H with 1 Head)
(Models KHH & HH with 2 Heads)

MODEL	CODE WORD	NAME AND STYLE	Lifting Capacity 50-60 Ft. per Min.	Size of Head		WEIGHT
				Diameter	Length	
KH	LIKIZ	Single Horizontal Capstan, head close	2500 lbs.	5″	7″	110 lbs.
H	HORIZ	Single Horizontal Capstan, head close	6000 lbs.	8¼″	11″	325 lbs.
KB	KIBIZ	Single Horizontal Capstan with extended head	2500 lbs.	5″	7″	250 lbs.
TH	CAPIZ	Single Horizontal Capstan with extended head	6000 lbs.	8¼″	11″	450 lbs.
KHH	BILIKIZ	Double Horizontal Capstan, heads close	2500 lbs.	5″	7″	150 lbs.
HH	BIHORIZ	Double Horizontal Capstan, heads close	6000 lbs.	8¼″	11″	400 lbs.
KBB	BIKIBIZ	Double Horizontal Capstan with extended heads	2500 lbs.	5″	7″	375 lbs.
THH	BICAPIZ	Double Horizontal Capstan with extended heads	6000 lbs.	8¼″	11″	700 lbs.

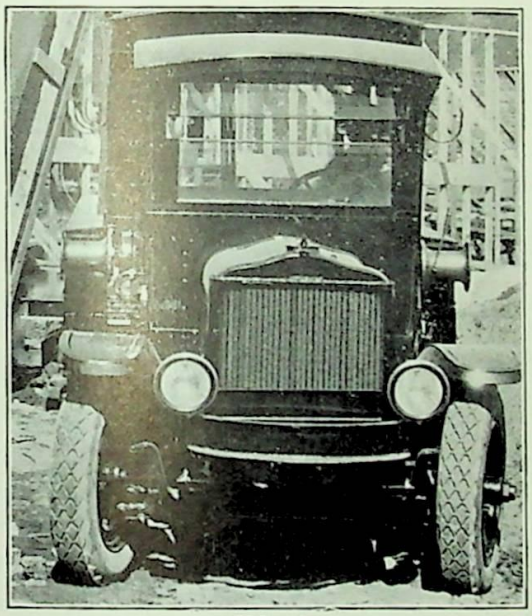


FIG. 12

REAR WHEEL WINCH

A Machined Steel Flange is permanently fastened to the hub of the truck wheel, and the Winch Head is secured to it whenever it is to be used; for pulling and hoisting radiators, tubs, signs, roof material, etc. —and for pulling the truck out of a mud hole or ditch.

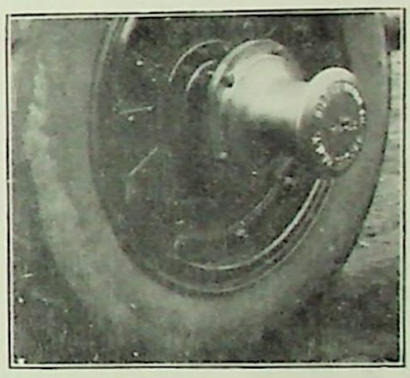


FIG. 14
REAR WHEEL WINCH HEAD AND FLANGE
Model GT-204—Code Word LITABY.
Pulls 1000 lbs. Weighs 50 lbs.

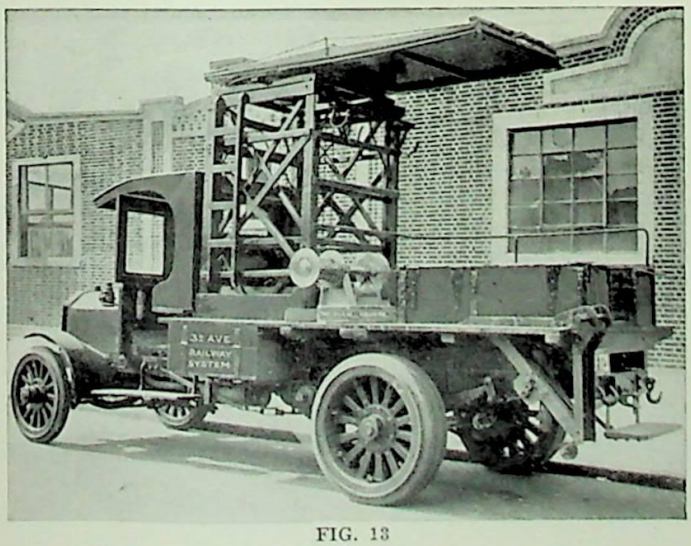


FIG. 13

HORIZONTAL UNDERBODY CAPSTAN

Model KL
Code Word LIKAPIZ

Pulling or Lifting Capacity 2500 lbs.

Head 5 in. x 7 in.

Weight 110 lbs.

This Winch is mounted under the body, out of the way, so that it takes up no platform space.

It is provided with the SILENT HOIST self-locking worm-gear drive that will hold the load, making for absolute safety at all times.

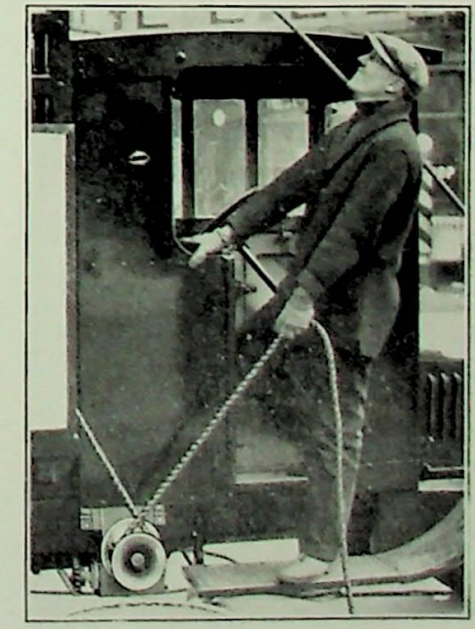


FIG. 15
HORIZONTAL UNDERBODY CAPSTAN

"SILENT HOIST" FRICTION CLUTCH DRUM WINCHES

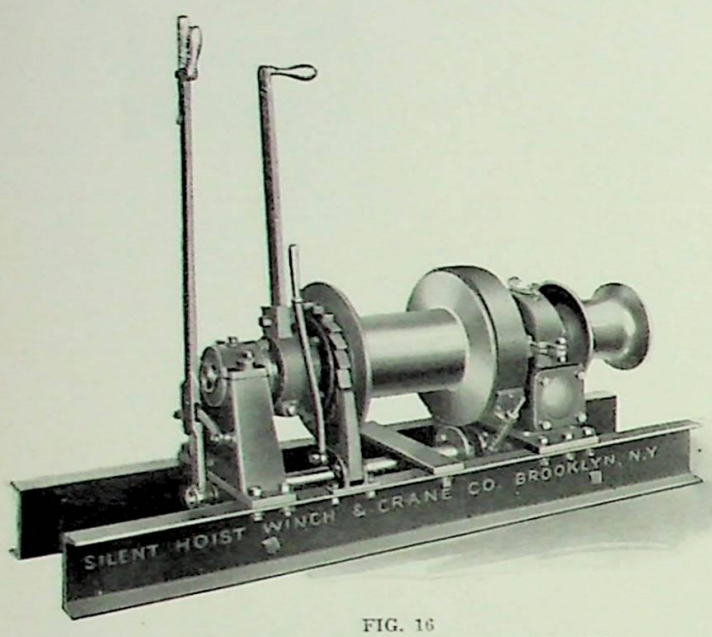


FIG. 16
MODEL KW FRICTION CLUTCH WINCH

These Friction Clutch Drum Winches are very popular with contractors, riggers, house-movers, steel erectors, and others who use cable (wire rope) for pulling and hoisting. Clutch and Brake are lined with Raybestos and easily adjustable for wear. Positive mechanism for engaging and disengaging clutch.

Model KW—a light duty Winch built high class in every detail, suitable for small cranes and similar work.

Model TB—THE Winch recommended for the majority and usual requirements, a heavy duty Winch.

Model DB—same as the Model TB excepting with shorter drum.

Model TW—the largest and most powerful Winch that can be gotten, built entirely of steel, for the heaviest work.

DATA ON FRICTION CLUTCH DRUM WINCHES

MODEL	KW	TB	DB	TW
Lifting Capacity	2500 lbs.	7500 lbs.	7500 lbs.	20,000 lbs.
Line Speed Ft./Min.	50 to 100	50 to 150	50 to 150	75 to 200
Drum Barrel	6"	7"	7"	10"
Drum Flanges	12"	16"	16"	22"
Drum Length	10"	23"	14"	23"
Drum Capacity	500 ft. of ⅜"	1250 ft. of ½"	750 ft. of ½"	1500 ft. of ⅝"
Space Required	14"	18"	18"	26"
Weight, Lbs.	300	700	600	1600

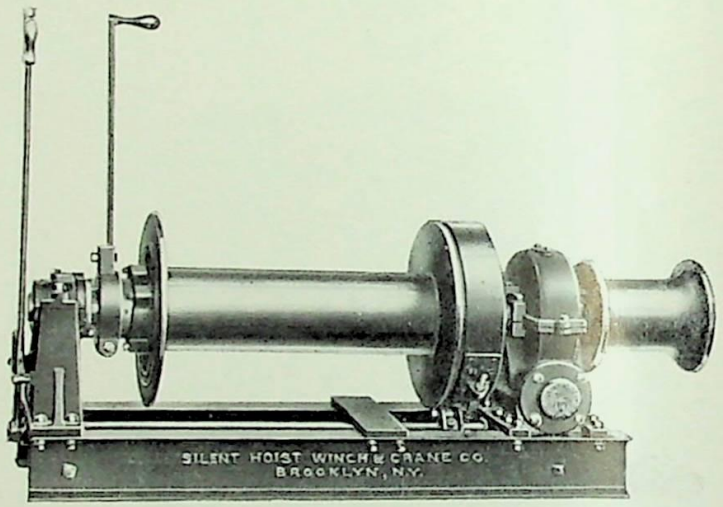


FIG. 17
MODEL TB (& DB) FRICTION-CLUTCH WINCH

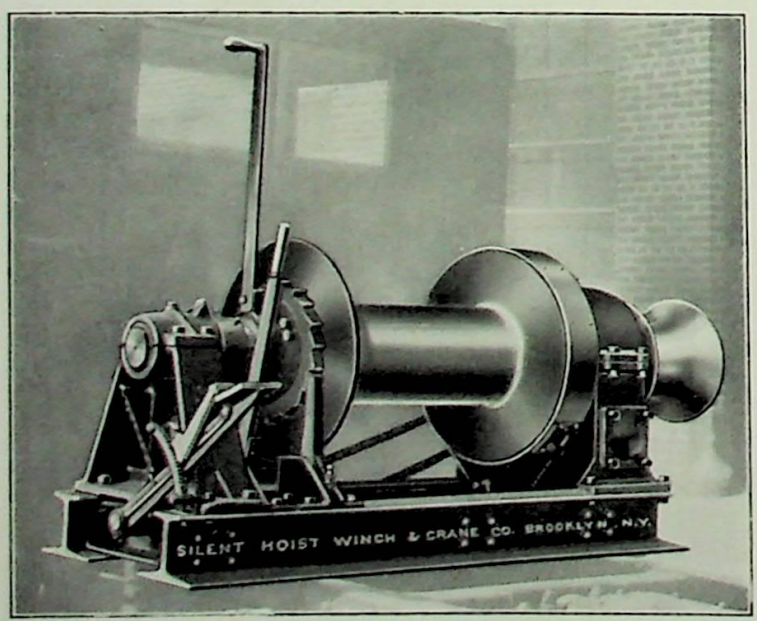


FIG. 18
MODEL TW FRICTION CLUTCH WINCH

Drum Winches are primarily for use with wire rope (cable), which is stored on the drum.

As illustrated, the Friction Clutch Winches are usually supplied with direct controls for clutch and brake on the machine; however, controls from inside the driver's cab can readily be supplied.

One Winch Head, for auxiliary pulling with manila rope, is standard equipment, but Winches with 2 Winch Heads, and with extended Winch Heads to clear the sides of the cab, can be supplied on short notice.

"SILENT HOIST" JAW-CLUTCH DRUM WINCHES

THIS winch has 2 or more hoisting speeds and *lowers by power* on a reverse speed. The truck should be equipped by the manufacturer with a power take-off having forward and reverse speeds, or we will supply an SAE power take-off having 2 speeds forward and one speed reverse, if the transmission has an opening to suit; or else a 3 speed forward and one speed reverse auxiliary winch transmission may be used (sometimes in connection with a single speed power take-off).

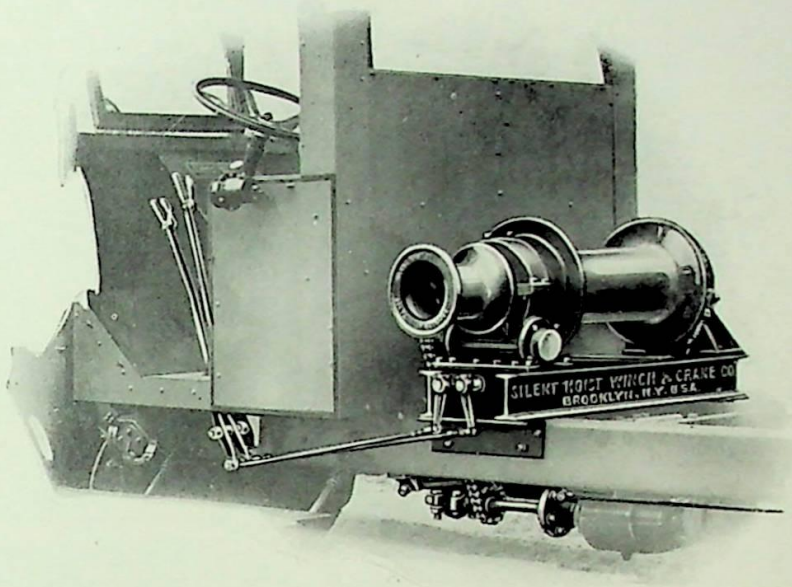


FIG. 19

THE castings are of electric steel or certified malleable iron in order to obtain compactness, great strength, and light weight. Standard equipment includes one head and controls from inside the driver's cab.

Winches with 2 Heads and with extended Heads can be supplied.

THE SILENT HOIST *MODEL TA JAW CLUTCH DRUM WINCH* is the pioneer and original self-locking, non-reversible, worm-gear driven, multiple-speed winch, first designed for the American Tel. & Tel. Co., and in use by its affiliated companies as well as independent telephone companies, and electric light and power companies, and municipalities throughout the country.

DATA ON JAW CLUTCH DRUM WINCHES

Model	Code Word	Lifting Capacity at 50 to 100 Ft. per Min.	DRUM—Dimensions and Capacity							Winch Head		Space Required	Weight Complete Lbs.
			Barrel Diam.	Length	Flange Diam.	3/8" Cable	1/16" Cable	1/2" Cable	5/8" Cable	Diam.	Length		
TA	TATE	12,000 Lbs.	8"	23"	16"	2000 ft.	1500 ft.	1100 ft.	750 ft.	6"	9 1/4"	18"	600
WA	WATAT	24,000 Lbs.	12"	24"	21"	4800 ft.	3500 ft.	2700 ft.	1700 ft.	8 3/4"	11"	26"	1600

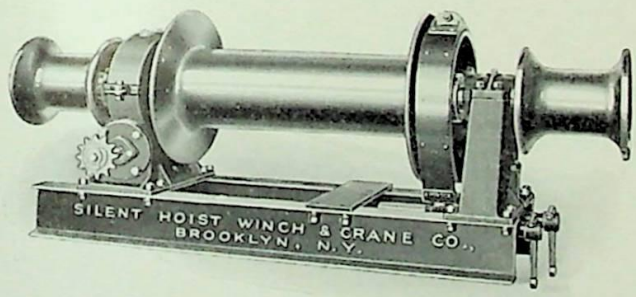


FIG. 20

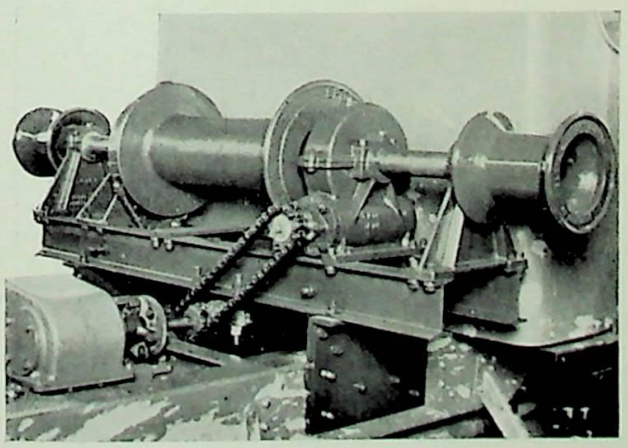


FIG. 21

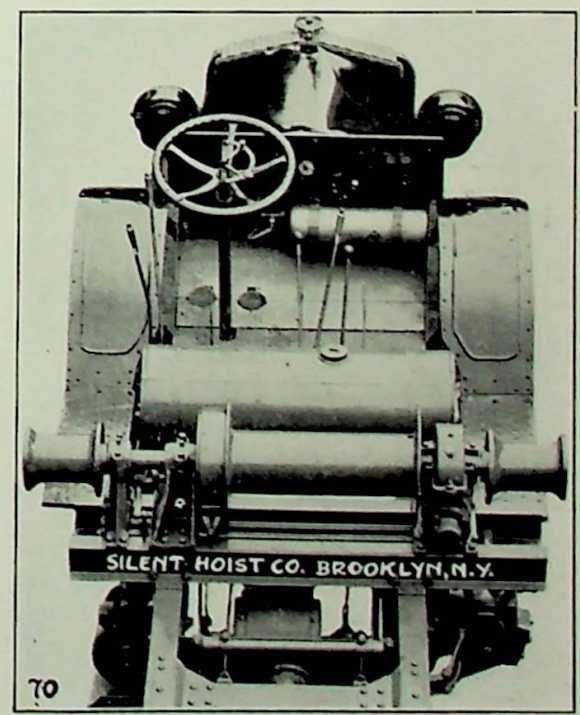


FIG. 22

"SILENT HOIST" UNDERSLUNG DRUM WINCHES

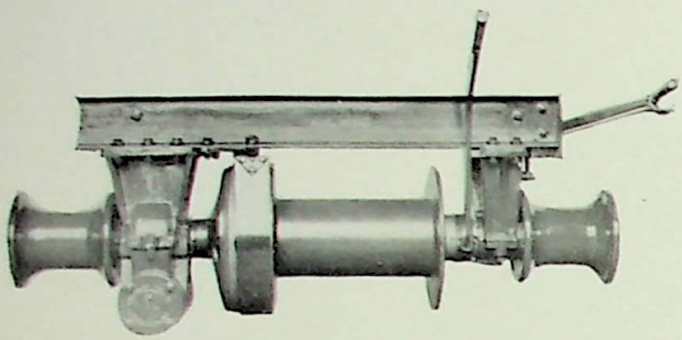


FIG. 23—UNDERSLUNG FRICTION-CLUTCH DRUM WINCH

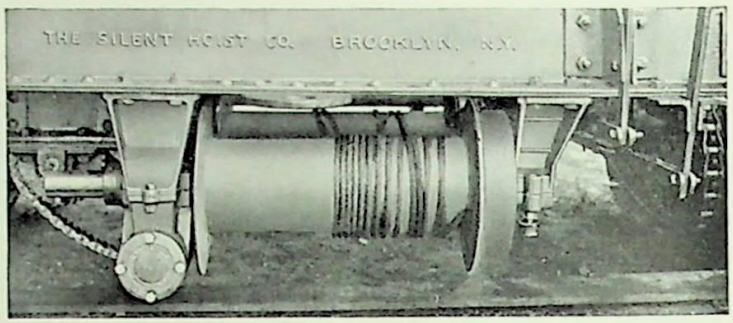


FIG. 24—UNDERSLUNG JAW-CLUTCH DRUM WINCH

DATA ON UNDERSLUNG DRUM WINCHES

Model	Code Word	Type of Drum Winch	Lifting Capacity at 50 to 100 Ft. Per Min.	DRUM—Dimensions and Capacity						Winch Head		Weight Complete Lbs.
				Barrel Diam.	Length	Flange Diam.	3/8" Cable	1/2" Cable	5/8" Cable	Diam.	Length	
KU	LIKWINUN	Friction Clutch	2,500 Lbs.	6"	10"	12"	500 ft.	280 ft.	175 ft.	5"	7"	350
U	DRUMUN	Friction Clutch	7,500 Lbs.	7"	14"	16"	1300 ft.	750 ft.	450 ft.	6"	9"	700
TAU	TATUN	Jaw Clutch	12,000 Lbs.	8"	23"	16"	2000 ft.	1150 ft.	700 ft.	6"	9"	650

"SILENT HOIST" DOUBLE DRUM WINCHES

For operating cranes and derricks requiring 2 power lines.

Separate clutch and brake for each drum permits simultaneous and independent operation of both lines.

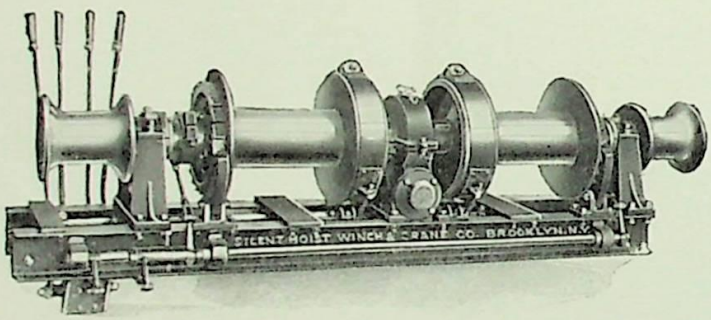


FIG. 25

These Double Drum Winches likewise embody many unusual features of design and construction.

Note the bank of control levers centralized at one point convenient for operation.

DATA ON DOUBLE-DRUM FRICTION CLUTCH WINCHES

Model	Code Word	Lifting Capacity at 50 to 100 Ft. per Min.	DRUMS—Dimensions and Capacity of each Drum							Winch Heads		Space Required	Overall Width with 2 Heads	Weight Complete Lbs.
			Barrel Diam.	Length	Flange Diam.	3/8" Cable	1/2" Cable	5/8" Cable	1" Rope	Diam.	Length			
KWW	BILIKWIN	2,500 lbs.	6"	10"	12"	500 ft.	280 ft.	175 ft.	70 ft.	5"	7"	13"	66 1/4"	650
DBB	BITABOM	7,500 lbs.	7"	14"	16"	1300 ft.	750 ft.	450 ft.	190 ft.	6"	9 1/4"	18"	88 1/4"	1300

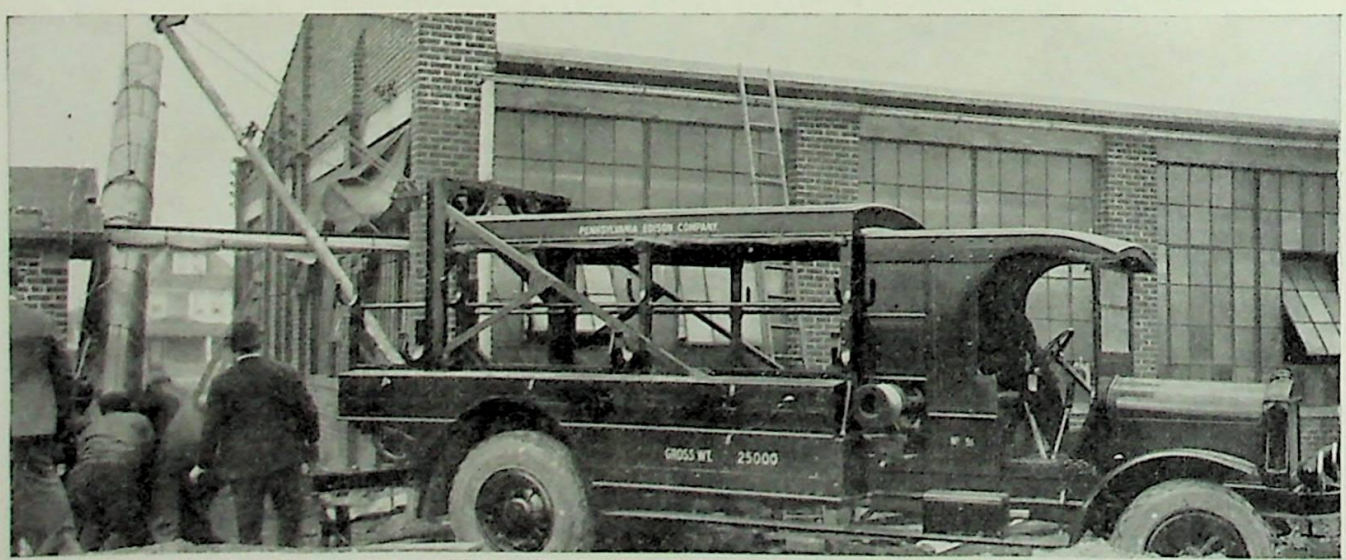


FIG. 26—MODEL DBB DOUBLE DRUM WINCH USED IN CONNECTION WITH "TL" DERRICK FOR SETTING A 50 FT. STACK

"SILENT HOIST" ELECTRIC TRUCK WINCHES

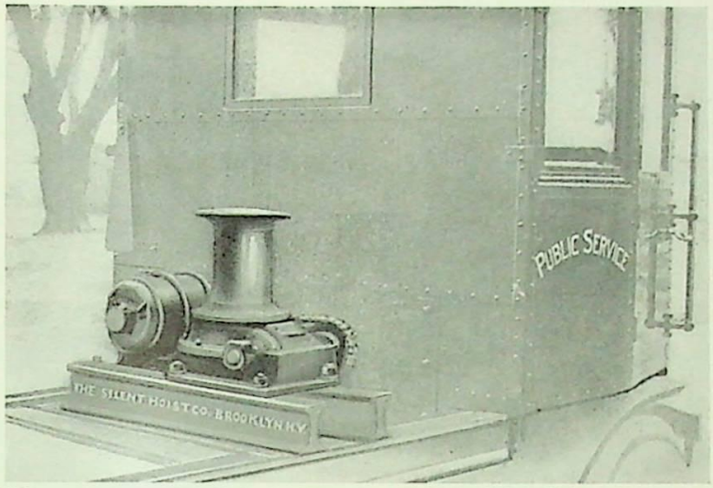


FIG. 27—"T" ELECTRIC CAPSTAN WINCH—with vehicle type motor

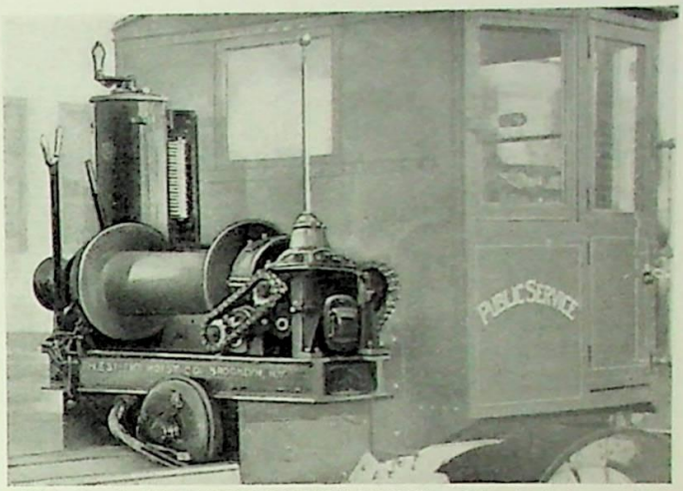


FIG. 28—"TA" ELECTRIC DRUM WINCH—with vehicle type motor

ALL of the different types of Capstans and Winches, Cranes and Derricks are regularly supplied with low voltage vehicle type motor drive complete and including starter or controller, for mounting on Electric Trucks.

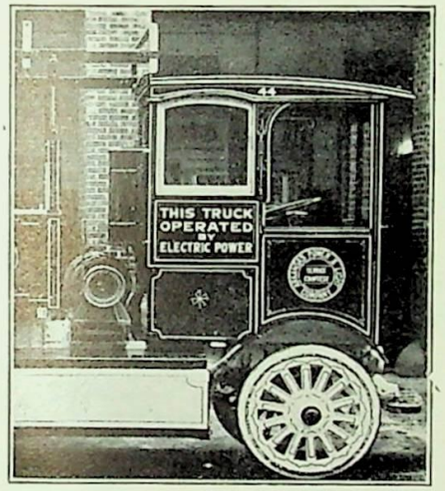
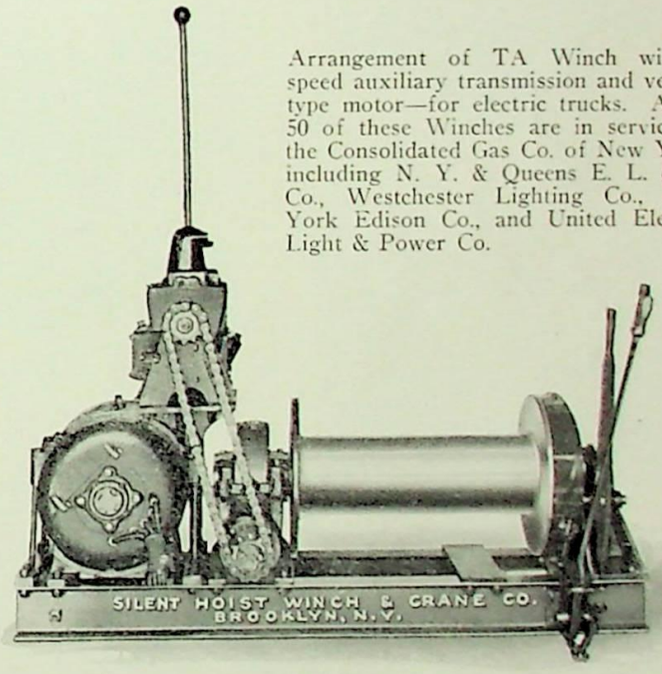


FIG. 29



Arrangement of TA Winch with 4 speed auxiliary transmission and vehicle type motor—for electric trucks. About 50 of these Winches are in service of the Consolidated Gas Co. of New York, including N. Y. & Queens E. L. & P. Co., Westchester Lighting Co., New York Edison Co., and United Electric Light & Power Co.

FIG. 31

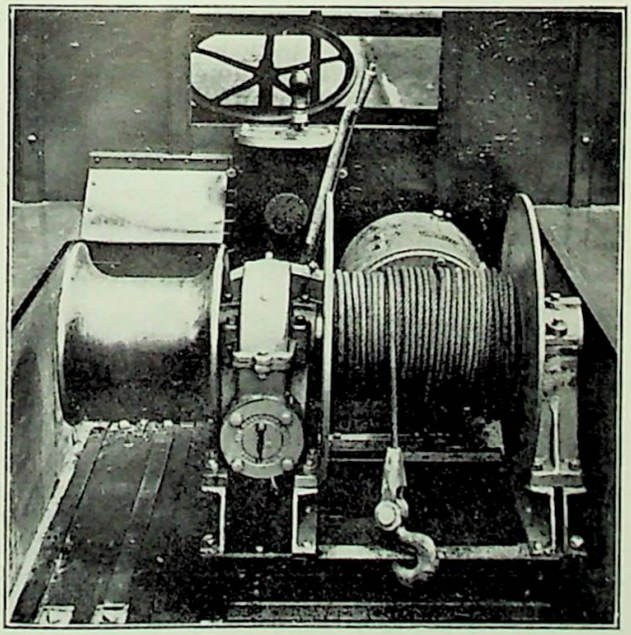


FIG. 30—Special Winch, with large capacity drum and large head, 6 in service of Public Service Co. of Northern Illinois

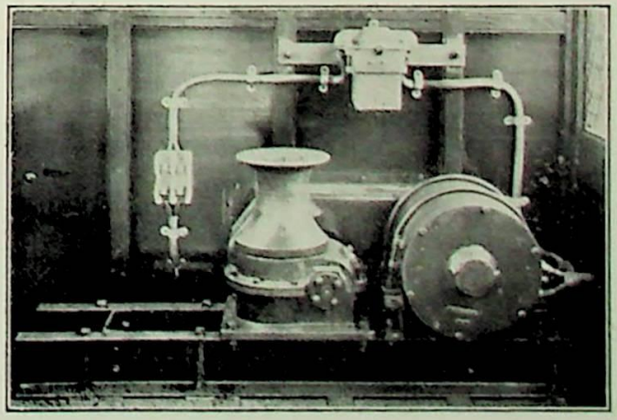


FIG. 32—"K" Electric Capstan Winch, with vehicle motor, 6 of these in service of New York Edison Co.

"SILENT HOIST" TRUCK WINCH INSTALLATIONS

FIG. 38

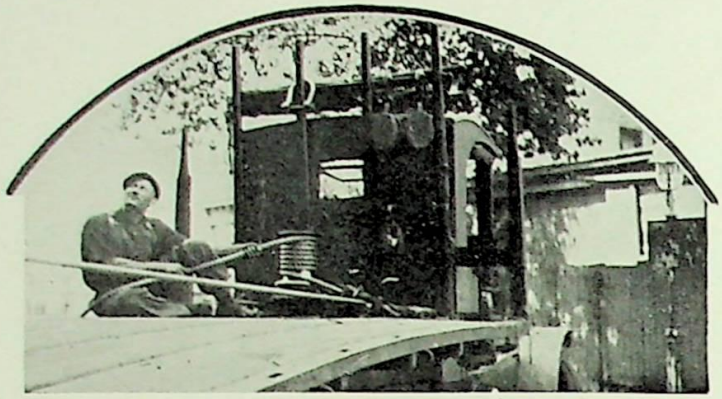


FIG. 33

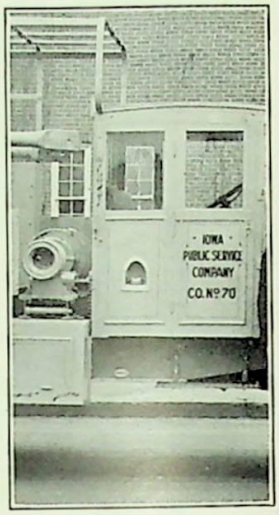


FIG. 39

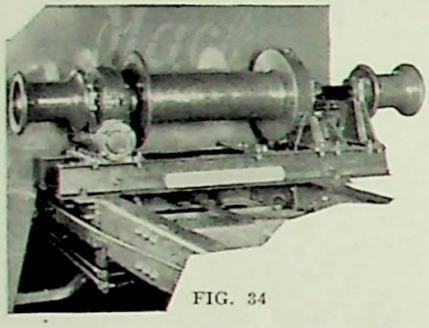


FIG. 34

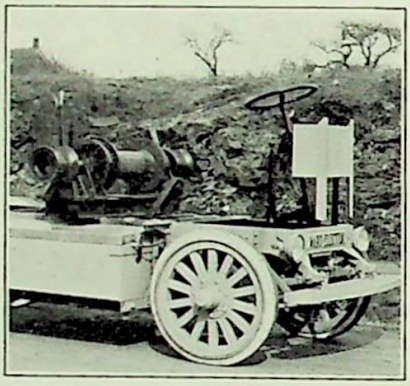


FIG. 41

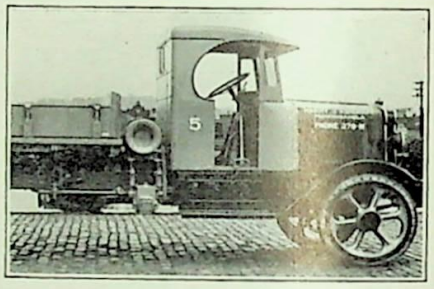


FIG. 40

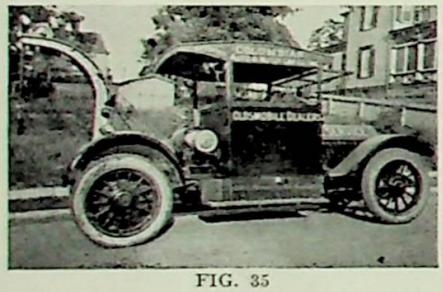


FIG. 35

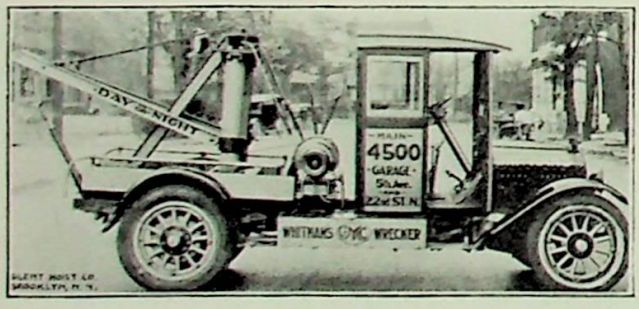


FIG. 36

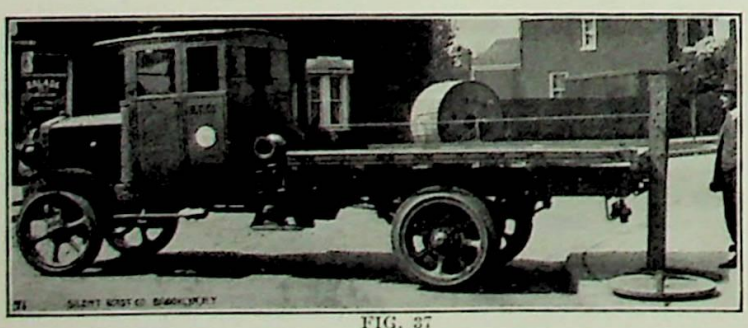


FIG. 37

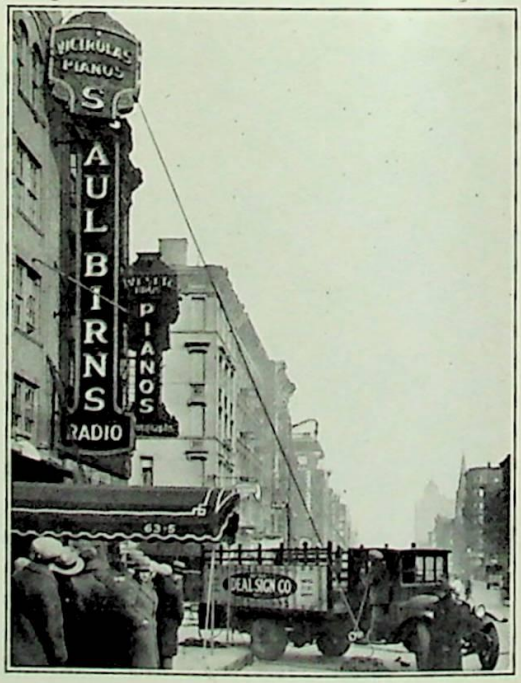


FIG. 42

"SILENT HOIST" TRUCK-MOTOR-POWER CRANES

SILENT HOIST Truck Cranes have been designed especially for loading, unloading and handling machinery, crates, stones, pipes, poles, barrels, bales, etc.

Installations have always proven to be profitable time and labor-saving investments.

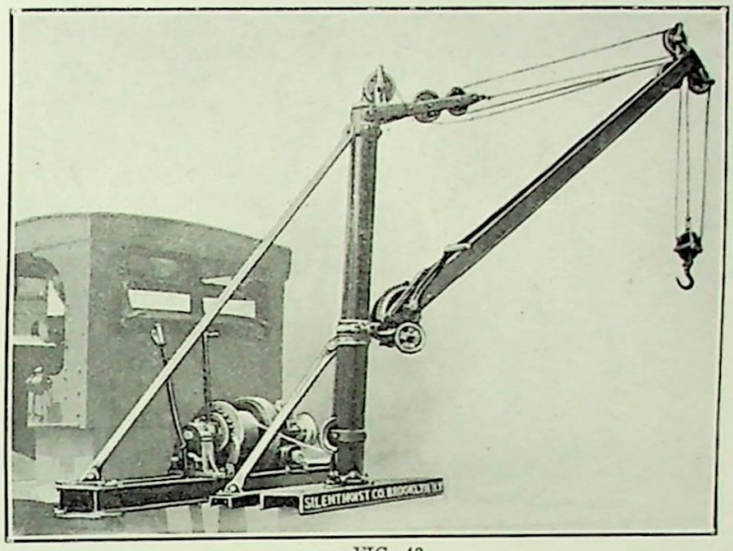


FIG. 43

SILENT HOIST Truck Cranes are all provided with a Winch, driven from the truck engine, for handling the load by power.

These cranes are built entirely of steel and malleable iron castings, and are unusually strong and powerful. They are readily demountable.

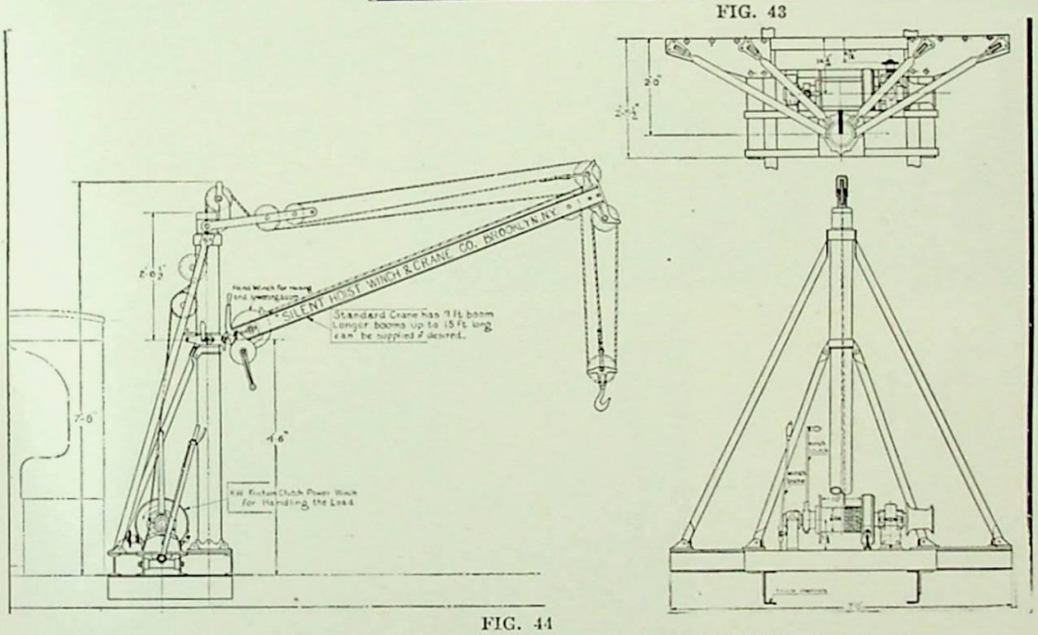


FIG. 44

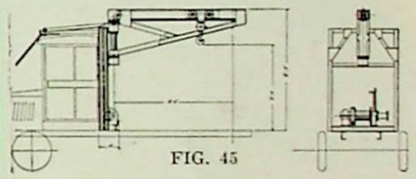


FIG. 45

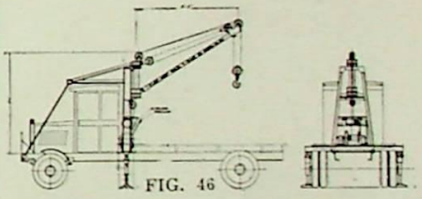


FIG. 46

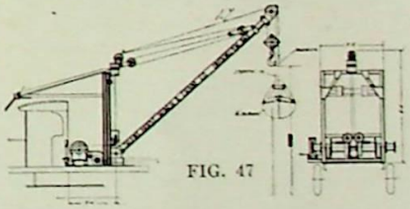


FIG. 47

DATA ON CRANES

Fig. No.	Model	Code Word	Name	Capacity	Weight
43 and 44	S	CRANLIKWIN	Hinged Boom Crane	2,000 Lbs. at 6 Ft.	800 Lbs.
46	Q	DERKLIKWIN	Hinged Boom Crane	3,000 Lbs. at 6 Ft.	1,500 Lbs.
45 and 48	J	JIBLIKWIN	Hinged Jib Crane	5,000 Lbs. at 8 Ft.	2,000 Lbs.
47	R	TRUKRANE	Swinging Boom Crane	8,000 Lbs. at 8 Ft.	3,500 Lbs.

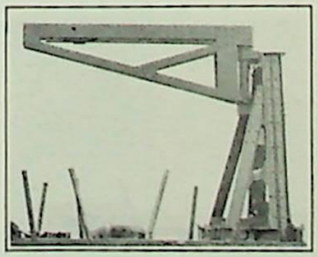


FIG. 48

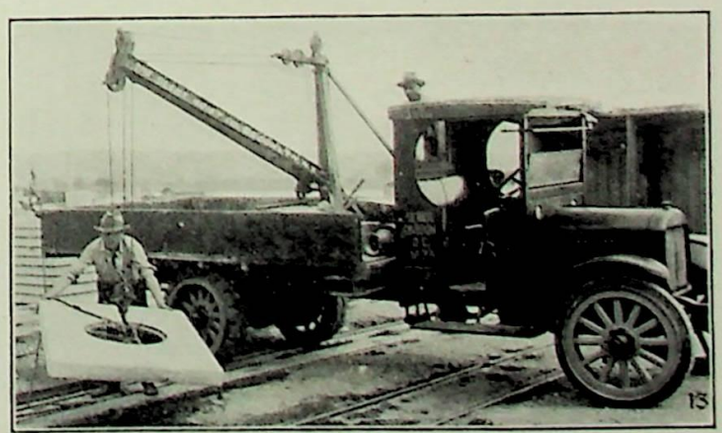


FIG. 49

"SILENT HOIST" (Tirrell Pat.) POLE SETTING DERRICK

MODEL TK—Code Word—POLED

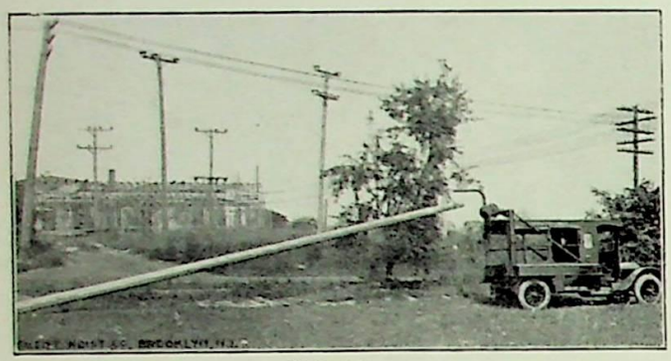


FIG. 50

A new, perfected, patented device (Tirrell Patents).

A simple, modern, and most ingenious method of setting poles with 2 men and any light truck.

Outstanding features of this Pole Derrick:

1. No loading space occupied.
2. No power winch required.
3. Entirely self-contained—no parts to remove or set in place.
4. Permanently placed—out of the way and always ready for use.
5. Light weight—complete outfit, mounted, weighs less than 300 pounds.
6. Furnished complete with hand winch, cable and hook, and ready to mount, requiring no additional parts.
7. Easily mounted, in a few hours, without any changes in present body.

The Jib is raised, the cable is hitched to the pole, and a few turns of the hand winch brings the pole into this position.

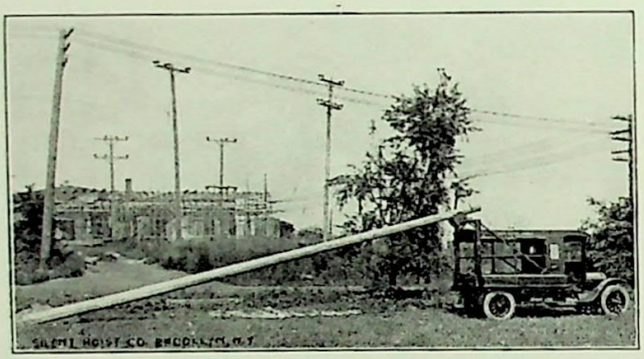


FIG. 51

[The photographs show successive views in the operation of setting a pole, although they are of different installations working under different conditions.]

The truck now backs up bringing the pole on the sure-grip surface of the concave spool, and releasing the line.

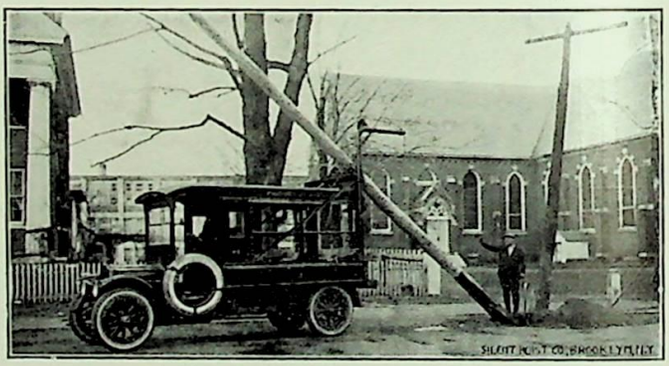


FIG. 52

Poles can easily be set between wires. The outfit can also be used to advantage for loading and unloading transformers and reels.

Old poles can easily be removed.

The truck is backed up close to the pole; the hole is tapered slightly allowing the pole to rest on the concave spool, a chain is fastened to the lowest possible part of the pole, and the truck is started forward, thus pulling the pole out of the hole.

—The truck continues to back up

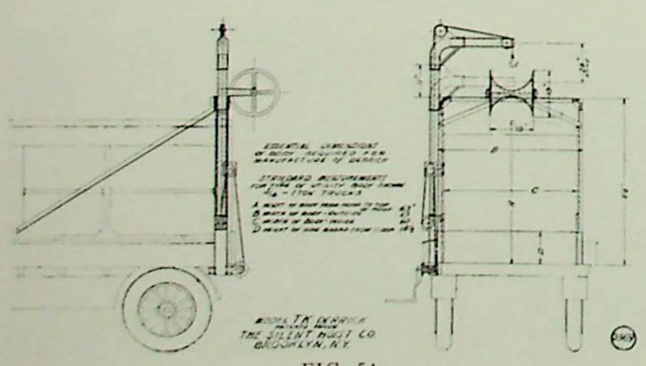
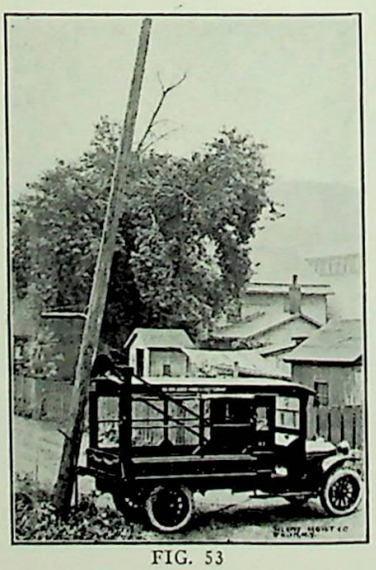


FIG. 54



— Until the Pole is upright in the hole.

FIG. 53

"SILENT HOIST" TRIPOD POLE SETTING DERRICK

MODEL TR—Code Word TRIPODERIK

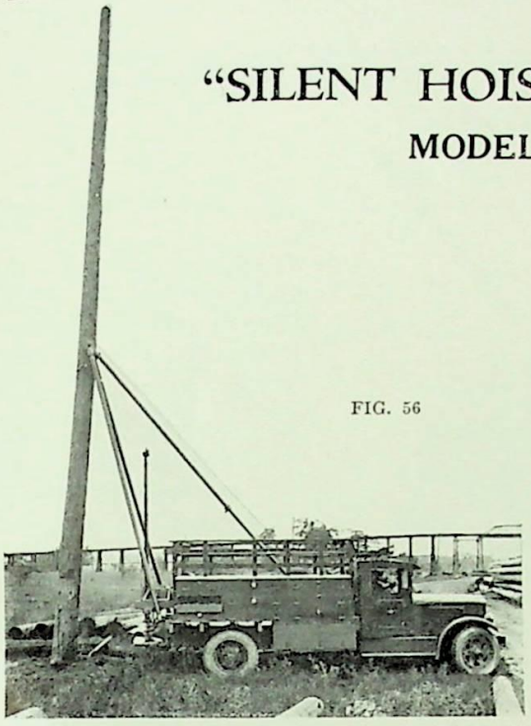


FIG. 56

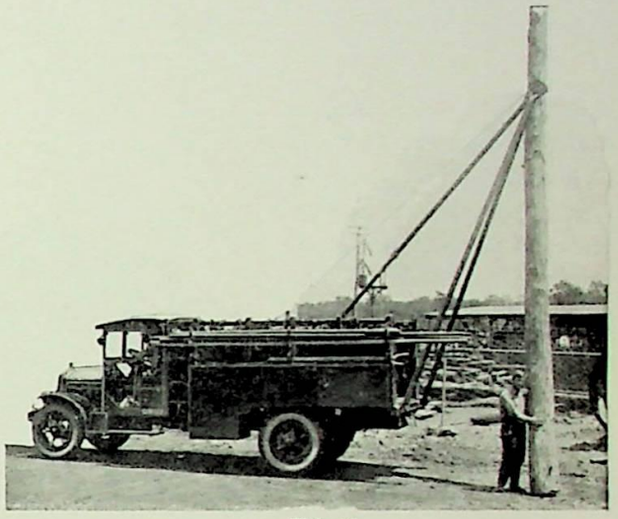


FIG. 55

The SILENT HOIST Tripod Pole Setting Derricks were designed at the suggestion of a number of Superintendents of Lines, Erection and Transportation, of several of the largest public utility fleet operators. As a result of this co-operation there have been incorporated in the design of SILENT HOIST Tripod Derricks a number of improvements of great advantage.

Among the exclusive features of SILENT HOIST Tripod Pole Setting Derricks are:

1. The use of electric cast steel fittings exclusively, so that only the tube need be replaced, if damaged.
2. The use of high carbon (0.30/0.45), heat-treated seamless steel tubing having 120,000 lbs. per sq. in. tensile strength.
3. The use of heavier side legs that will positively not bend or buckle—a prevailing difficulty eliminated.

A Derrick consists of 2 side legs and a 2 piece adjustable Middle Leg, and is supplied with or without the following items: Winch Line Hook, Safety Hook, Tail Bolt Assembly, Ground Plate, Middle Leg Foot Bracket (Winch Type or Floor Type), Fair Lead Sheave Assembly, Jacks, etc.

DATA ON TRIPOD POLE SETTING DERRICKS

Model	Code Word	Size of Poles	Side Legs	Middle Leg—Adjustable		Weight
TR-1	Tripodone	45 Ft.	18 Ft. 3 In.	14 Ft.—16 Ft.—18 Ft.—20 Ft.		400 Lbs.
TR-2	Tripodtwo	60 Ft.	20 Ft. 9 In.	18 Ft.—20 Ft.—22 Ft.—24 Ft.		600 Lbs.
TR-3	Tripodtre	70 Ft.	25 Ft. 9 In.	22 Ft.—24 Ft.—28 Ft.		750 Lbs.

The Winch that is ordinarily used and recommended for use in connection with the Tripod Derrick is the Silent Hoist Model TA Steel Jaw Clutch Multiple Speed Drum Winch with self-locking worm gear drive and power reverse.

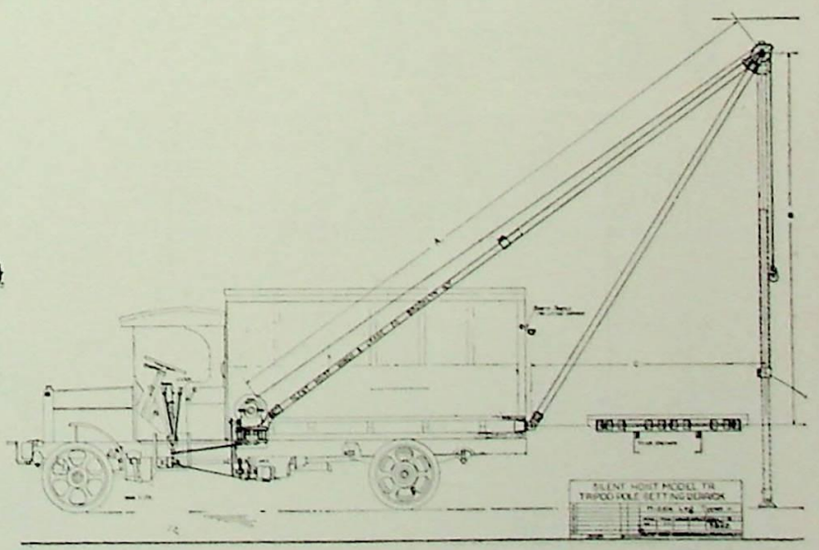


FIG. 57

"SILENT HOIST" (Tirrell Pat.) UTILITY TRUCK DERRICK

MODEL TL—Code Word GRANPOLED

A patented demountable Swinging-Boom Truck Derrick, designed for the primary purpose of setting poles at a rapid production and under the most difficult topographical conditions.

This derrick does practically all jobs that call for a locomotive crane: setting smoke stacks, steel towers, masts, boilers, tanks; handling transformers, automobiles, pipe, and other heavy material and equipment; loading and unloading gondola cars, etc.

FIG. 58

DESCRIPTION AND SPECIFICATIONS

A standard SILENT HOIST Model DBB Double Drum Friction Clutch Winch is used with the Derrick—one drum for hoisting and lowering the load, the other drum for hoisting and lowering the boom. The winch is the most compact of its kind—it takes up only 18 inches of space behind the driver's cab. The winch is high class in every detail of design and construction, from the enclosed gear drive (phosphor-bronze worm-wheel meshing a nickel-steel worm) running in oil, to the adjustable Raybestos lined clutches and band brakes. Two polished winch-heads for auxiliary pulling and hoisting work are standard equipment. A bank of control levers are centralized at a point for convenient operation.

The boom is of seamless steel tubing in two sections, telescoping and adjustable in length from 17 to 28 feet. The boom is easily demountable and can be removed in a few minutes by two men, and carried in hangers on the body of the truck. The boom swinger permits the boom to swing full 180°, and consists of a cut steel worm meshing a cut steel worm-wheel sector mounted on a machined steel pedestal with Timken roller bearings taking the full thrust and load.

Designed especially for motor truck mounting, steel castings, steel forgings, and steel shapes are used in order to obtain great strength and reduce the weight, which is only about 2,700 pounds net for the complete equipment.

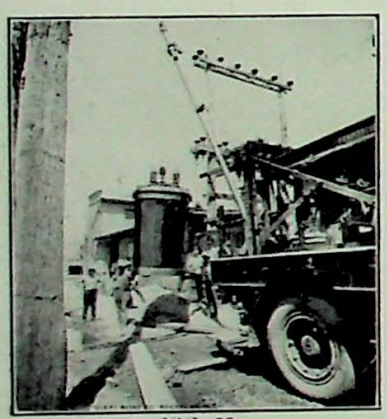


FIG. 59

To the Left

Handling a 4 ton Transformer on a 2 part line.

To the Right

Handling an automobile weighing 2 tons on a single line.

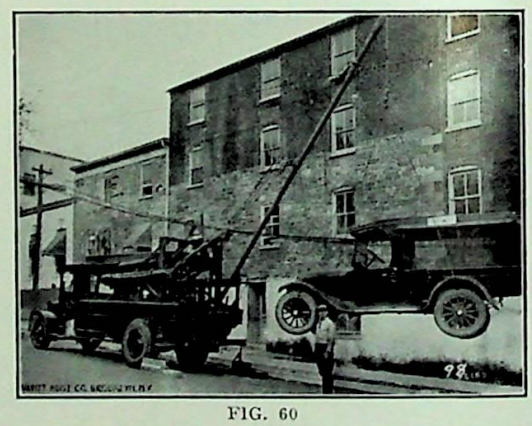


FIG. 60

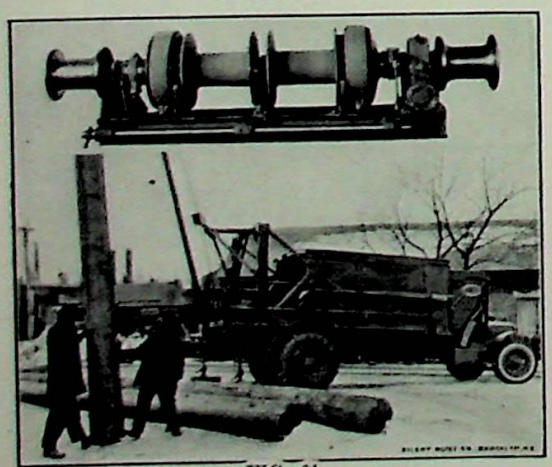


FIG. 61

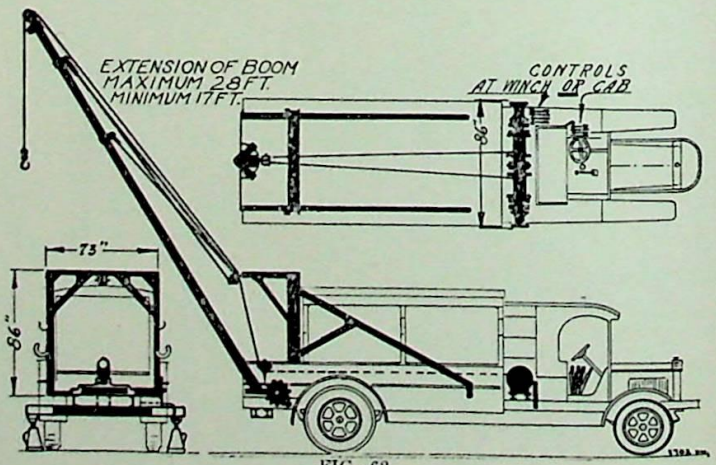


FIG. 62

"SILENT HOIST" WINCH DIMENSION DRAWINGS

Design and dimensions subject to change without notice.
For installation purposes certified dimension prints will be supplied.

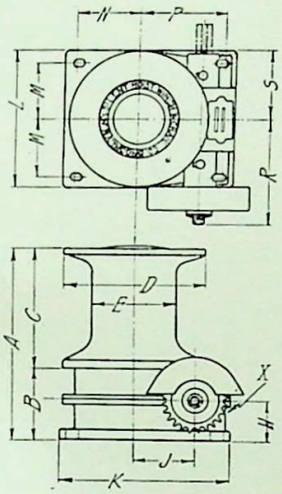


FIG. 62

VERTICAL CAPSTANS

Dimension	Model K	Model T
A	15	19¼
B	7	7¼
C	8	12
D	8¼	13¼
E	4½	8
H	4	4
J	3⅞	6
K	13	16
L	10	13¼
M	4	5⅜
N	4	5¾
P	7	8¼
R	8½	11
S	5	6⅝
Worm Shaft	1¼ dia.	1½ dia.
Gear Ratio	26 to 1	26 to 1

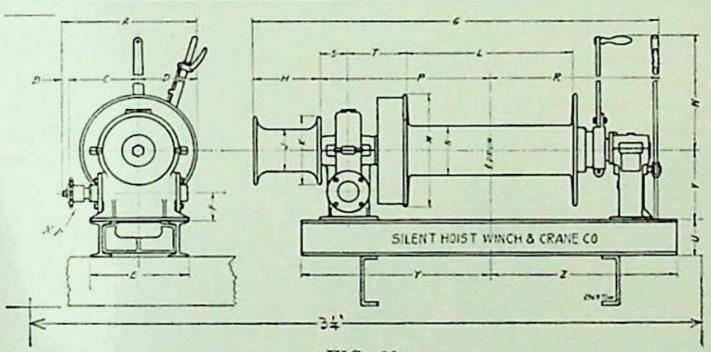


FIG. 66

FRICTION CLUTCH DRUM WINCHES

Dimension	A	B	C	D	E	F	G	H	J	L	M	N	P	R	U	V
Model KW	14½	⅞	7⅝	6	12¼	3¾	37	7	5	10	12	6	14	16	5	7⅝
Model DB	19	⅞	10½	8	13½	4	48	9	6	14	16	7	20	19	5	10
Model TB	19	⅞	10½	8	13½	4	57	9	6	23	16	7	24	23	5	10

Worm Gear Ratio—All 3 Models—26 to 1.

DRUM WINCHES—ALL MODELS—1 OR 2 HEADS

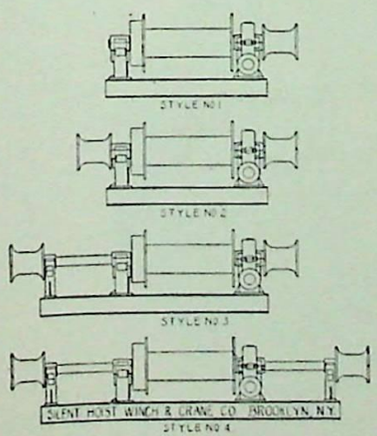


FIG. 68

STYLE No. 1 shows the Standard Drum Winch with 1 Head on the gear case side, which is standard equipment.

STYLE No. 2 shows the Drum Winch with 2 Heads close, there being an additional charge for the extra Head.

STYLE No. 3 shows the Drum Winch with 2 Heads, one extended, there being an additional charge for the extra Head and for the extra outboard bearing.

STYLE No. 4 shows the Drum Winch with 2 Heads, both extended, there being an additional charge for the extra Head and 2 outboard bearings.

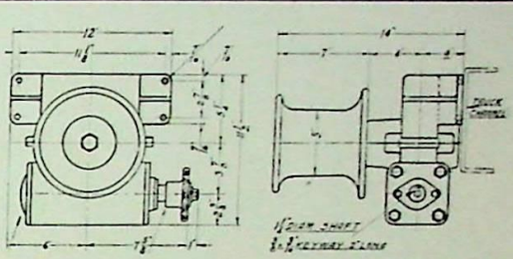


FIG. 63
MODEL KL—UNDERBODY CAPSTAN

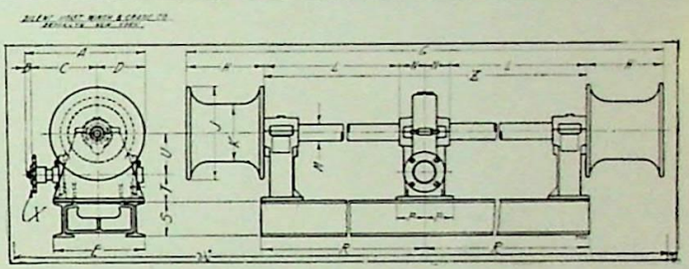


FIG. 64

HORIZONTAL CAPSTAN WINCHES

Dimension	A	B	C	D	E	H	J	K	M	N	P	S	T	U
Model KBB	14½	⅞	7⅝	6	12	7	8½	5	1¾	3	3	5	3¾	3⅞
Model THH	18	⅞	10½	6⅞	13½	11	13¾	8¾	2¼	3¾	4	5	4	6

Dimensions G, L, R, and Z are made to suit as desired.
From the above figures dimensions for the other models of Horizontal Capstans can be ascertained.

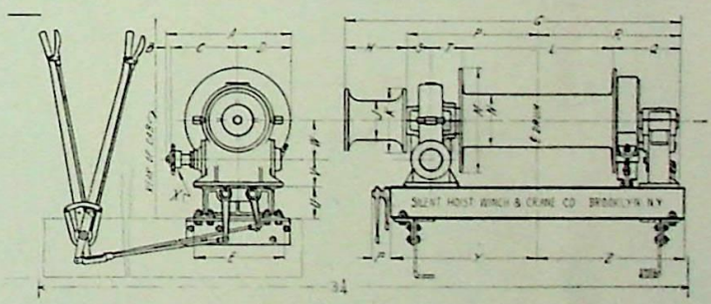
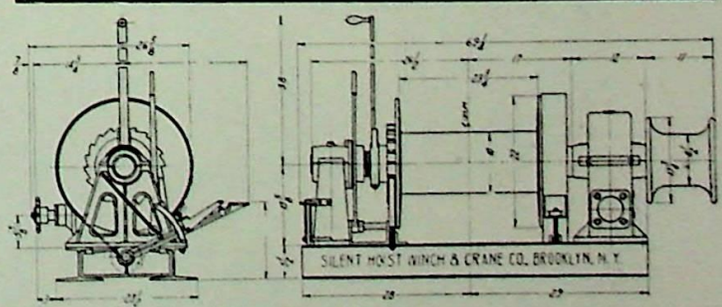


FIG. 65

JAW CLUTCH DRUM WINCHES

Dimension	A	B	C	D	E	G	H	J	L	M	N	P	R	U	V	W
Model TA	19	⅞	10½	8	13½	52	9	6	23	16	8	20	21	5	4	6
Model WA	28	⅞	14¾	12	23½	60	11	8½	24	24	12	26	25	5½	5½	8

Worm Gear Ratio—TA 26 to 1; WA 30 to 1.



Worm Gear Ratio 30 to 1 FIG. 67
MODEL TW FRICTION CLUTCH DRUM WINCH

"SILENT HOIST" WINCHES, CRANES AND DERRICKS

Their INSTALLATION on Motor Trucks

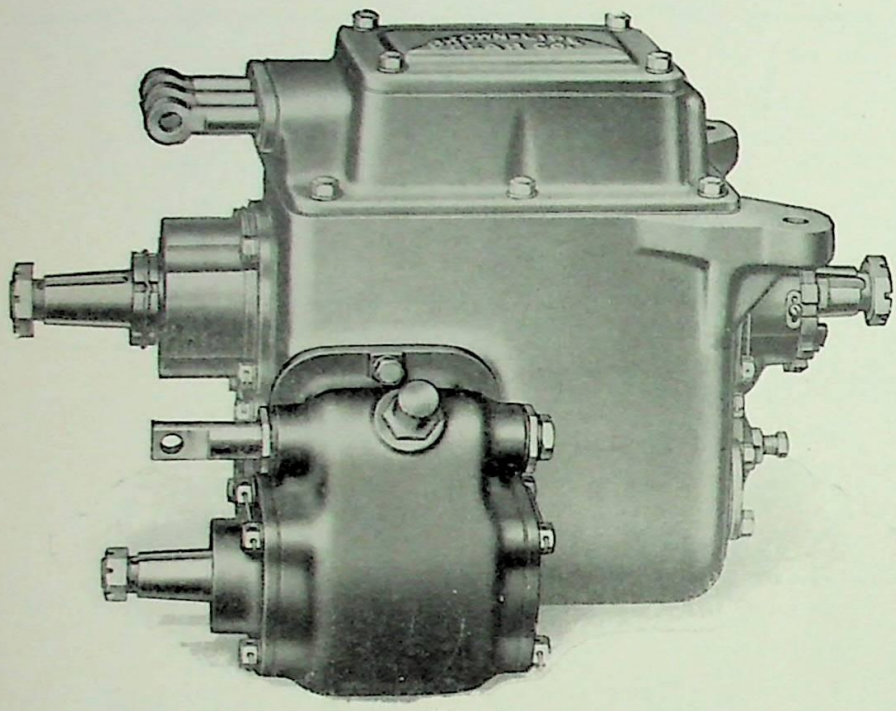


FIG. 69
Showing Heavy Duty Power Take-off Attached to SAE Opening on Transmission.

POWER TAKE-OFFS

¶ The truck or truck transmission must be provided with a suitable Power Take-off to obtain power from the truck engine for driving the Winch.

¶ For trucks provided with transmissions having standard SAE openings, we supply heavy duty power take-offs in 2 designs:
one has a single speed, suitable for all Capstan and Friction Clutch Winches; the other has 2 speeds forward and one speed reverse, suitable for all Winches, but required for Jaw Clutch Winches.

¶ In some cases the truck manufacturers have designed heavy duty power take-offs for their trucks, and when these are available they should be used.

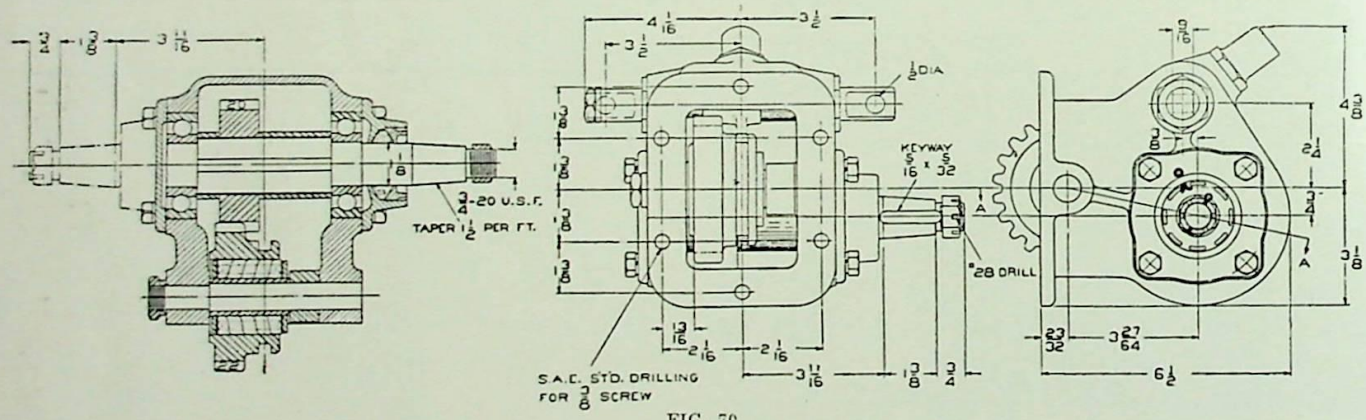


FIG. 70
Showing the General Design and Principal Dimensions of Heavy-Duty Power Take-off for SAE Opening.

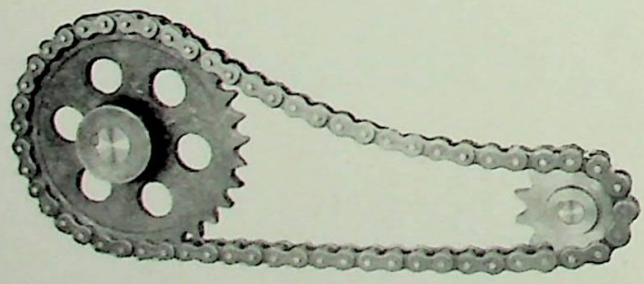


FIG. 71
ROLLER CHAIN AND SPROCKETS

Roller Chain drives are usually used for the power drive to the Winch. For this purpose we have in stock the Chain and a large number of sizes of Sprockets to provide the proper ratio and Winch line speed and with different sizes of straight and taper bores.

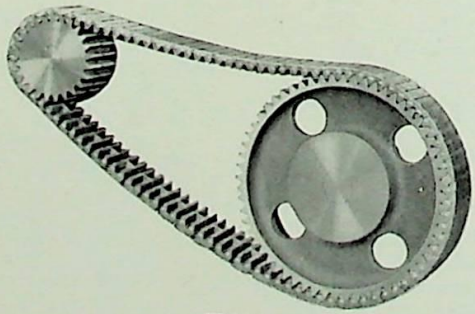


FIG. 72
SILENT CHAIN AND SPROCKETS

Silent Chain drives are sometimes desired. We have therefore also in stock Silent Chain and a number of sizes of Sprockets in order to obtain the proper ratio and Winch line speed as desired.

"SILENT HOIST" WINCHES, CRANES AND DERRICKS

Mounting and Driving Parts for Installation

IT can be readily appreciated that a Winch is useful only as an installation ready for service. For this reason, consistent with SILENT HOIST Winches, only first class mounting and driving parts should be used in making an installation. The mounting and driving parts supplied with SILENT HOIST Winches are therefore the finest both in material and workmanship and include items for an installation that are correct both in theory and practice, both from an engineering and practical point of view.

THE power takeoff shaft on a truck with the transmission a unit with the engine is to the front of the back of the cab and must be extended back as shown by fig. 73. The power takeoff shaft on a truck with an amidship transmission is to the rear of the back of the cab and must be extended forward as shown by fig. 74. For this purpose there are used a flexible coupling with steel spiders, a shaft of the required length, and a self-aligning double row ball bearing with adjustable casing and hanger bracket.

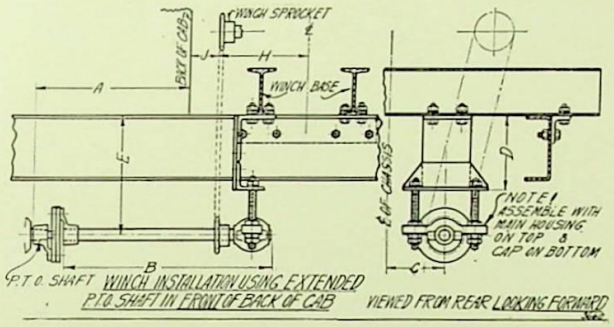

WINCH SPROCKET
BACK OF CAB
WINCH BASE
NOTE! ASSEMBLE WITH MAIN HOUSING ON TOP & CAP ON BOTTOM
P.T.O. SHAFT
WINCH INSTALLATION USING EXTENDED P.T.O. SHAFT IN FRONT OF BACK OF CAB
VIEWED FROM REAR LOOKING FORWARD

FIG. 73

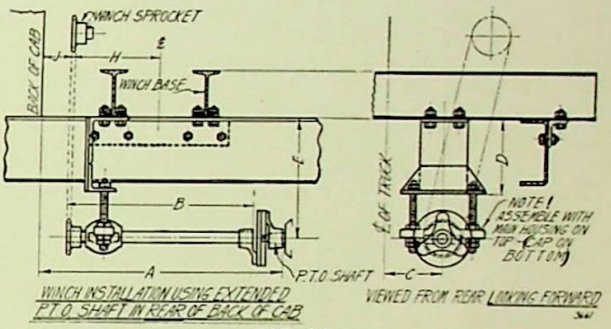

WINCH SPROCKET
BACK OF CAB
WINCH BASE
NOTE! ASSEMBLE WITH MAIN HOUSING ON TOP & CAP ON BOTTOM
P.T.O. SHAFT
WINCH INSTALLATION USING EXTENDED P.T.O. SHAFT IN REAR OF BACK OF CAB
VIEWED FROM REAR LOOKING FORWARD

FIG. 74

AS illustrated below we can supply to good advantage the various and sundry items used with Winches: Single, Double and Triple Wood and Steel Blocks with hooks or shackles; Snatch Blocks; self-lubricating bronze and graphite bushed Sheaves; manila and plow steel Rope; Hooks, etc.

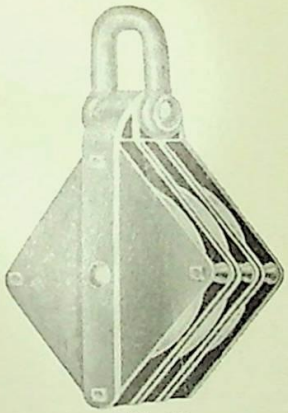


FIG. 75
Triple Block

FIG. 76
Single Block

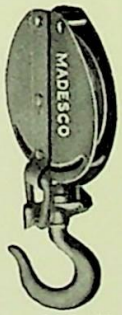


FIG. 77
Snatch Block

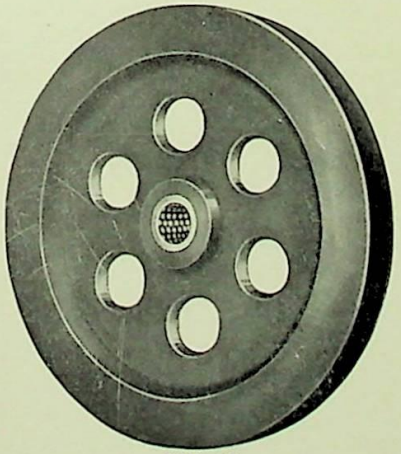


FIG. 81
Bronze and Graphite Bushed Sheave

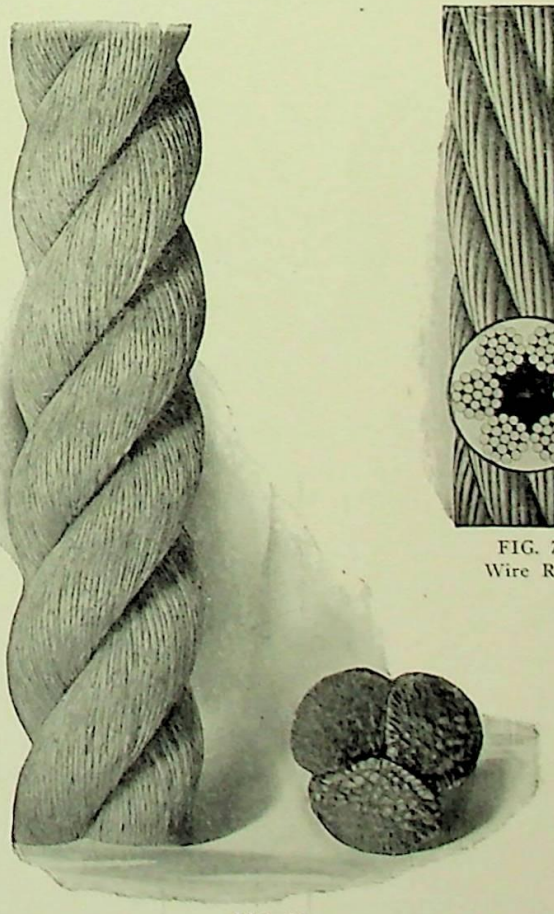


FIG. 78
Manila Rope

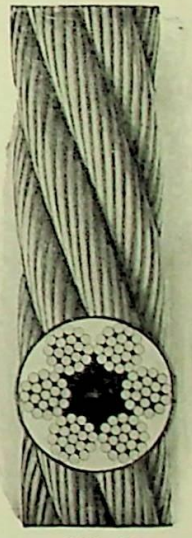


FIG. 79
Wire Rope

FIG. 80
Hook and Thimble Spliced in One End of Cable

"SILENT HOIST" WINCHES, CRANES AND DERRICKS

Are in use throughout the country and abroad by the largest and most discriminating public utilities, municipalities, industrial firms, oil companies, contractors, truckmen and riggers.

JUST 100 USERS — OF 1000 "SILENT HOIST" WINCHES

Adirondack Power & Light Corp.
American Gas & Electric Co.
American Mast & Spar Co., New York City
American Telephone and Telegraph Co.
Atlantic City Electric Co.
Bell Telephone Companies
Binghamton Light, Heat & Power Co.
Bronx Gas & Electric Co.
Brooklyn City Railroad Co.
Brooklyn Edison Co.
Brooklyn Union Gas Co.
Bush Terminal Co., Brooklyn
Capitol Traction Co., Washington, D. C.
Cleveland Electric Illuminating Co.
Commonwealth Edison Co., Chicago
Connecticut Light & Power Co.
Consolidated Gas Co. of New York
Consolidated Gas & Electric L. & P. Co. of Baltimore
Consolidated Telegraph & Electrical Subway Co.
Consumers Power Co., Jackson, Mich.
Counties Gas & Electric Co.
DeLaVergne Machine Co., New York City
Delaware County Gas & Electric Co.
District of Columbia, Sewer Dept.
District of Columbia, St. Cleaning Repair Shop
Eastern New Jersey Light & Power Co.
Eastman Kodak Co.
East St. Louis Railroad Co.
East St. Louis Light & Power Co.
Eichleay, John Jr., Co., Pittsburgh
Elmira Light, Water & Railroad Co.
Erhart Bros. Trucking Co., Brooklyn
Fire Dept., City of Lansing, Mich.
Fire Dept., City of Mt. Vernon, N. Y.
Florida Public Service Co.
Hanover Power Co.
Havana Central Railroad Co.
Iowa Public Service Co.
Lakeland City, Florida
Lancaster Edison Co., Pennsylvania
Layne Texas Co.
Long Island Lighting Co.
Marine Oil Co., Casper, Wyoming
McGann Co., Newark, N. J.
Metropolitan Edison Co., Reading, Pa.
Montpelier & Barre Light & Power Co.
Moore Transfer Co., Pittsburgh
Mutual Telephone Co., Erie, Pa.
National Carting & Rigging Co.
Nebraska Power Co.
New Jersey Power & Light Co.
Newport Electric Corp.
New York & Queens Electric Light & Power Co.
New York Central Light & Power Co.
New York City, Police Dept.
New York City, Public Works Dept.
New York Edison Co.
New York Power & Light Corp.
New York Sewage Disposal Co.
New York Telephone Co.
North Carolina Public Service Co.
Northern Connecticut Power Co.
Northern Westchester Lighting Co.
Ohio Power Co.
Ohio Public Service Co.
Orange County Telephone Co.
Peekskill Light & Railroad Co.
Pennoyer Transfer Co., Chicago
Pennsylvania Edison Co.
Pennsylvania Power & Light Co.
Pennsylvania Railroad Co.
Philadelphia Bureau of Electricity
Philadelphia Electric Co.
Philadelphia Rapid Transit Co.
Phillips, E. L., & Co., New York
Postal Telegraph-Cable Co.
Public Service Co., of Northern Illinois
Public Service Electric & Gas Co., of New Jersey
Puget Sound Light & Power Co.
Putnam Coal & Ice Corp.
Queensboro Gas & Electric Co.
Reading (Railroad) Co.
Rubel Coal & Ice Corp.
Scranton Electric Co.
Seashore & Husted Express Co., Atlantic City
Sordoni, A. J., Forty Fort, Pa.
Southern New England Telephone Co.
Staten Island Dept. of St. Cleaning, New York City
Story County Independent Telephone Co.
Texas Power & Light Corp.
Third Avenue Railway Co.
Union Oil Co., Los Angeles, Calif.
United Electric Light & Power Co.
Utilities Power & Light Co., Allenhurst, N. J.
Utilities Power & Light Corp., Chicago
Vermont Hydro-Electric Co.
Vogt Bros., Newark, N. J.
Westchester Lighting Co.
Western Electric Co.
Wheeling Electric Co., West Virginia

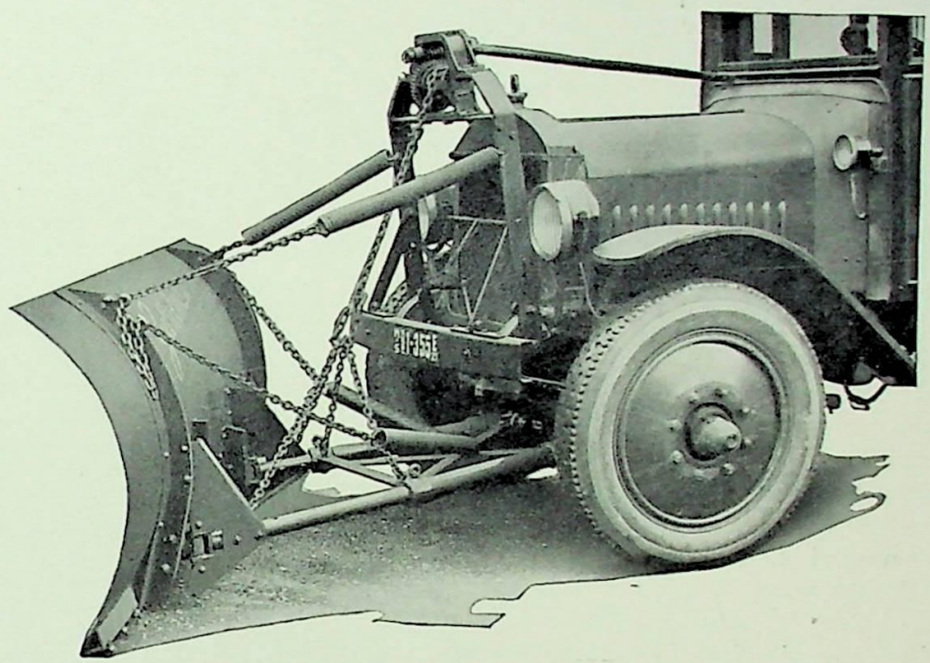
SILENT HOIST Winches, Cranes and Derricks are available for *every* truck and for *every* purpose. They are especially designed for the requirements and perfected through years of experience.

Winches, Cranes, and Derricks shown in this Bulletin represent ***standard*** SILENT HOIST units for which there is the greatest general demand. However, special equipment to meet unusual requirements can be supplied on short notice, and inquiries are solicited.

"SILENT HOIST" is NOT descriptive of a *type* of Hoist or Winch, but the Trade Name applying to Winches, Cranes, and Derricks manufactured only by the SILENT HOIST Winch and Crane Co. at Brooklyn, New York.

"SILENT HOIST" Equipment is GUARANTEED first class in workmanship and material without reservations or time limit.

Gettelman Hi-Speed Snow Plow



MADE BY HEIL

The Snow Removal Problem

Like every other problem, snow removal has undergone many stages of development. Until recently the agencies responsible for keeping streets and roads clear of snow did not tackle the job until the storm was over. The snow was permitted to pile and drift as it would, and then it was not an uncommon sight to see expensive, heavy, powerful, but slow moving tractors with heavy duty blade or V-shaped plows compelled to repeatedly back up and ram the drifts that often hid the equipment itself. And for days the highways would be blocked during heavy snow periods.

Inadequacy of Old Methods

This slow, tedious, expensive, transportation demoralizing method is being rapidly replaced by more scientific, economical programs. There are instances where the heavy equipment is necessary, but it is not desirable for a general program. For one thing, the snow is piled high along the roadside, leaving only a narrow one-way path that is difficult to widen. These ridges of snow act as wind-breaks which quickly drop the drifting snow into the cut again.

Snow Removal Methods Modernized

The Gettelman Hi-Speed Snow Plow, manufactured by The Heil Co., has done more to modernize snow removal than any other piece of equipment on the market. It overcomes the objections and problems created by former methods. Modern snow removal programs place Hi-Speed Plows on the highway soon after a snow storm begins and, if the fall is heavy, the plows stay on the job twenty-four hours per day until the storm subsides and the highways are cleared. Not only is this method less costly, but the highways are actually open all of the time, full width, instead of being blocked for days following a storm. State Highway Departments find that tax revenues from increased gas consumption, made possible by open highways, actually pays for the removal of snow under this plan.

Applicable to Any Truck, Two Tons or Larger

Any truck of two tons capacity or larger can handle a Gettelman snow plow at 20 miles per hour or faster. Dry snow has been handled by two-ton trucks travelling at 35 miles per hour, and wet snow at a slower speed, depending on the depth of the snow. Snow that weighs 45 lbs. per cubic foot is considered wet snow.

Speed and Method of Operation

Travelling in wet or dry snow at the speeds mentioned, the snow will run up the curved blade in a sheet and spread itself evenly across the roadside and into the field much like a sheet of water spread by a speed motor boat or hydroplane. The snow from one storm spread in this manner does not pile up a windbreak that would cause the snow from a second storm to immediately drift into the roadway.

Experience of One County

One County, with nine Gettelman plows attached to their regular road-building and maintenance trucks, following this

Gettelman Hi-Speed Snow Plow Made by The Heil Co.

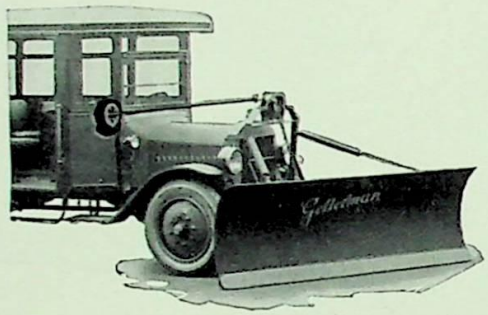
program keeps more than 250 miles of main travelled highways open at all times. For side roads and emergency service several tractor units are maintained, but these nine plows cost less than one heavy duty V-shaped plow and tractor.

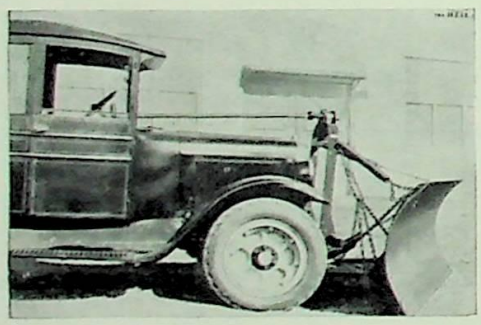
Dimensions of Plow

The Gettelman Hi-Speed Snow Plow is made in 9-foot lengths for 1½ to 2½-ton trucks and in 10-foot lengths for 3-ton trucks and larger. All blades are 38 inches high. For light duty trucks short push arms place the center of the blade 46 inches from the center of the front axle. Longer push arms for heavy duty trucks make this distance 56 inches

Materials and Construction

Steel plate $\frac{3}{16}$" thick is used in the blade. The cutting edge is made of high carbon steel and this plate is reversible, thereby doubling its life. Structural steel angles reinforce the curvature of the blade and the cutting edge. The push arms are telescopic, seamless steel tubes affording maximum strength at minimum weight. A universal front axle attachment secures the pusher arms to any make and model of truck. The hoist frame, winch, and cab control rod are light but sturdy in construction, and the plow is easily raised to carrying position because the worm and gear are machine cut. Tension type springs are easily adjusted to plowing conditions. All castings are electric steel, thoroughly annealed and machined to jigs, assuring standardization of parts.





Installation of Gettelman Plow

Installation of the Gettelman plow on any truck requires only a few hours and is a very simple job. Once the installation is made, it requires only a few minutes to detach the plow or attach it again.

Plow Positions Predetermined

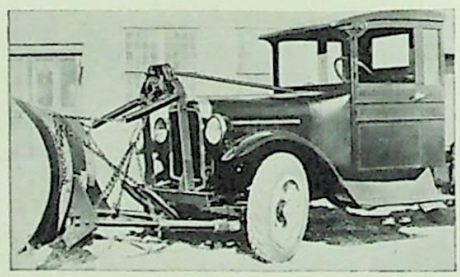
There are but three possible positions for the blade and these have been predetermined by scientific tests. It is not left to the judgment of the truck driver to determine in what position the plow operates most efficiently. The telescopic push arms permit quick adjustment of the blade to throw the snow to either side of the road, or the blade may be adjusted squarely across the front of the truck for bulldozing snow at street intersections or other wide areas.

Unique Tripping Action

One of the most commendable features of this snow plow is the unique tripping action of the blade which protects it against damage from any obstructions it might hit. The blade is pivoted to the push arms so it can tilt forward, and the tension springs and the counter-balancing effect of the snow brings the blade back to the scraping position immediately. The deeper the snow the more it helps to return the blade to the operating position because the pivoting point is below the depth of the snow against the blade.

Blade Is Offset

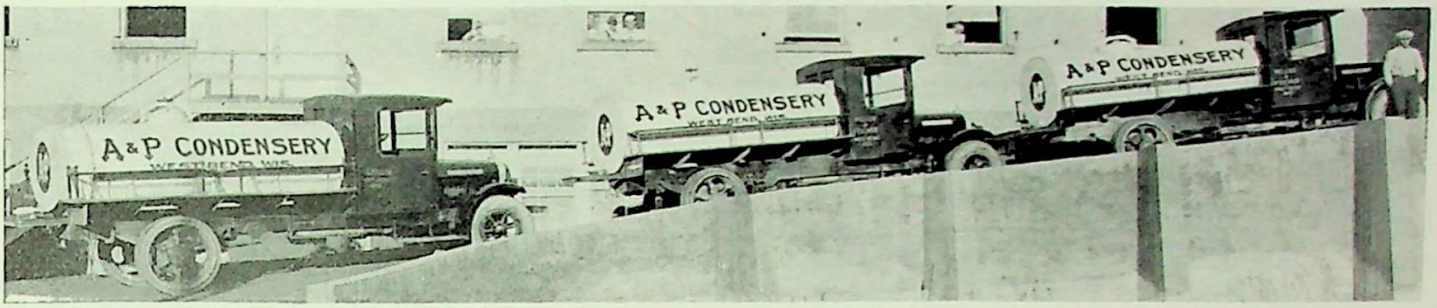
Another remarkably successful feature is the offset of the blade in respect to the truck. The discharge edge extends a foot beyond the truck wheels. This offset minimizes the side draft because the pressure of the snow on the offset portion of the blade throws the pressure line to the rear of the steering knuckle of the front wheel. This tends to make the truck nose toward the discharging snow instead of away from it. Then, too, the truck can stay on the pavement and still clear the snow beyond the edges of the concrete. With chain drive trucks it is possible to plow close to the curve and yet keep the snow from getting into the chains and causing extensive wear of the jack shaft bearing. The correctly predetermined angle of the blade also minimizes a side draft.



Proof That Gettelman Principle Is Correct

In several instances, when this plow was first tested, many derisive comments were made by men experienced in snow plow operation because of the light construction, unusual height of the blade, and other principles contrary to designs until now considered authoritative. In the heaviest kind of work, in competition with other plows, these same men were completely won over to the Gettelman plow. They found that this plow, on a light duty truck with only 1½ tons of ballast and no chains, outperformed other plows on heavier duty trucks required to carry four tons of ballast and use chains in order to get proper traction. Competition with other makes of snow plows is invited

HEIL SANITARY MILK TANKS



Three of the eight 1000 gallon Heil Sanitary Milk Tanks in the service of the Great Atlantic and Pacific Tea Co.

The Trend is Toward Truck Tanks — For a number of years, the dairy industry has recognized the advantages and economy of hauling milk and cream in truck tanks instead of using the old method involving ten-gallon cans. Universal adoption, however, has been delayed until satisfactory, durable, and economical truck tank units were developed. Dairymen have found that milk truck tanks of pure nickel are difficult to weld satisfactorily, in addition to being expensive. Experience with glass lined tanks has shown that the glass lining is susceptible to cracking and chipping off when subjected to the shocks and vibrations attendant with travel over rough pavements and roads. Then, too, they are unusually heavy in weight, because of the heavy steel shell.

Heil Milk Truck Tanks Developed in World's Dairy Center — In Wisconsin, the leading dairy center of the world, the Heil Co., has developed the most practical, sanitary, durable, and economical milk truck tank equipment that has yet been built. To more than a quarter of a century's experience in steel truck tank construction, for the largest oil companies in the country, the Heil Co. has added the results of thorough study, exhaustive research, and extensive experimentation of the peculiar truck tank requirements of the dairy industry. Firms of nation-wide repute and operation have been quick to appropriate the advantages of this new Heil product.

800-gallon Heil Metal Milk Pressure Tank on Trailer

Heil Tanks Most Practical — Every advantage and desirable feature claimed for glass or nickel milk truck tanks are built into Heil milk tanks, and in addition the Heil type of construction and material removes the serious objection and marked limitation of these other types of tank construction. Heil tanks are of sturdy, rugged, durable construction — designed to meet the exacting demand of truck tank transportation and sanitary standards of the dairymen.

Materials and Construction — Heil milk tanks are not lined tanks; they are built of special cold rolled metal. All seams are butt welded inside and outside by the electric arc process. Inside seams are ground down making the tank practically seamless, a smooth even surface. All corners are rounded so that there are no crevices or cracks to offer lodgment for sediment or bacteria. Outlets are welded into the tank with smooth rounded surfaces and dished in a manner that assures quick, perfect drainage.

Heil Tinned Tanks — The dairyman has the choice of two materials when ordering Heil milk tanks. If he has been using glass lined tanks in preference to nickel, because of the lower cost, he will probably prefer the Heil tinned steel tanks (tinned with pure Straits tin by a special Heil process) for they cost less than glass lined tanks — are more durable, substantial, will not chip or crack and yet provide every advantage claimed for the glass lined tank.

Heil Stainless Metal Tanks — Nickel tanks, even though they are much more expensive than glass lined tanks and are difficult to weld, have been used by some firms in the belief they do not offer the objections found in glass lined tanks and that the extra cost was worth while. To such firms, The Heil Co. offers their special stainless metal tanks which are superior to nickel because they cost less, are easier to weld, will last a life time, and the interior actually improves with use. This metal will not stain, rust, corrode, or tarnish, and is made exclusively for The Heil Co. as regards its application in the dairy industry.

Built in Two Shapes — Heil milk tanks are built in two shapes — round and oval. When air pressure is used to facilitate unloading, round tanks must be specified. Oval tanks for gravity unloading give the advantage of a lower center of gravity.

HEIL SANITARY MILK TANKS

Showing the steel shell, cork insulation and steel covering; also motor driven agitator.

Fittings and Connections — Each Heil milk tank is fitted with a 16″ manhole and a white metal manhole cover of special design. The cover and manhole are machined to fit tightly. The cover is held in position by a heavy screw. When the tank is used for pressure discharge the edges are clamped in an air tight, leak proof, sanitary seal by additional thumb screws. The cover may be fitted with openings for filling or for attaching an air pressure hose to facilitate unloading. When rinsing, cleansing, and sterilizing the tank, the manhole cover is very easily and quickly swung clear of the opening on a special swivel.

The outlet fittings are for either 2″ or 3″ hose and equipped with a snugly fitting, padlocked cap as a protection against contamination or tampering with the delivery mechanism. No dirt or dust can enter the tank, or cover the discharge surfaces.

The Heil Sill Shifter Bracket — The construction by the Heil Co. of thousands of compartment truck tanks for gasoline and fuel oil assures the dairymen that the Heil milk tank will have a sturdy, well designed understructure that will properly support the tank. Ample tire clearances are always assured. The longitudinal members are of straight grain heavy hardwood; the crossbolsters are built up in either all steel, or steel wood filled construction and properly cushioned. The Patented Heil Sill Shifter Bracket makes it possible to adjust the longitudinals to fit different chasses widths — as the tank will outlive the life of the truck.

Can Racks — Tanks up to 1500 gallons capacity are regularly furnished with piping and chain can rails. Steel hinged, drop panel can racks similar to those shown on the tank illustrated on page five may be furnished. The racks are wide enough to accommodate standard milk cans. Experience has proven the advisability of this means for carrying an extra quantity of milk. See tables on page six for standard dimensions of can racks.

Heil Tanks May Be Insulated — Any Heil milk tank may be effectively insulated against extreme temperatures — hot or cold. As shown above, the insulation is placed next to the steel shell and then protected by 20 gauge steel. (Note the rounded corner construction — no crevices.) Temperature is a direct gauge to bacterial action. Tests in hauling one hundred miles have shown that milk in a Heil insulated tank will not increase more than 2° even on the hottest days; while the increase in the temperature of milk hauled in cans ranges from 7° to 30° Fahrenheit. Heil insulation also provides protection against freezing.

Special Agitators for Heil Tanks — In large dairy establishments, it is often desirable or necessary to delay unloading the tank for several hours. Cream rises to the top very quickly in such cases, and unless the contents are continuously agitated until unloaded there is a tremendous loss of cream that adheres to the sides of the tank. To prevent this loss, any Heil tank may be equipped with an agitator as suggested above. This particular unit is driven by a motor that plugs into any light socket.

HEIL SANITARY MILK TANKS

A 1000 gallon Heil elliptical Milk tank made of Heil Stainless Steel.

Saving in Weight — Among the many economies effected by use of Heil milk tanks as compared with the old ten gallon cans is the saving in load weight. A 1000 gallon Heil tank weighs approximately 1960 pounds. One hundred ten gallon cans weigh 2700 pounds and the average milk body weighs 1500 making a total of 4200 pounds. There is a saving then of 2240 pounds with each trip whether loaded or empty. Altho Heil milk tanks are more durable, they are lighter in weight than other tanks.

Saving in Time — A 1000 gallon tank may be filled in about fifteen minutes through a 3″ pipe. The whole load may be weighed at one time, while it is customary to weigh each ten gallon can separately. And again, much time is saved in unloading. The Hartland Creamery Co., Hartland, Wis., connect a hose carrying 17 pounds air pressure to an opening in the manhole cover, and unload 850 gallons of milk in twelve minutes as compared to at least ½ to ¾ of an hour when handling 85 ten gallon cans. Even when unloading by gravity, there is a saving of more than 50% in time.

Saving in Equipment — Heil milk tanks eliminate the cost, operation and maintenance of expensive can washing equipment. Each driver using a hot water hose or steam hose can quickly and thoroughly rinse, scald, and sterilize the interior of his tank. A whole can washing crew and equipment are eliminated — the bacteria count is reduced because of the superior method and equipment. It is generally conceded that one 1000 gallon tank with rounded corners can be more quickly and thoroughly cleaned than 100 ten gallon cans.

It is common practice to rinse out the tank with cold water after each trip. At the end of the day, the tank is thoroughly scalded with hot water, and thoroughly steamed. Driven on to an inclined floor it quickly drains and the heat will thoroughly dry the inside of the tank.

Saving in Milk — Users of Heil tanks report a saving of as much as one pound of milk per trip per ten gallon can discarded. These cans must be emptied quickly — no time is allowed for drainage. In Heil tanks the milk recedes gradually and perfect drainage is obtained. Unloading from a Heil tank through a hose, spillage is eliminated altogether. Large operators advise that it amounts to approximately twelve gallons per 1000 gallons of milk hauled.

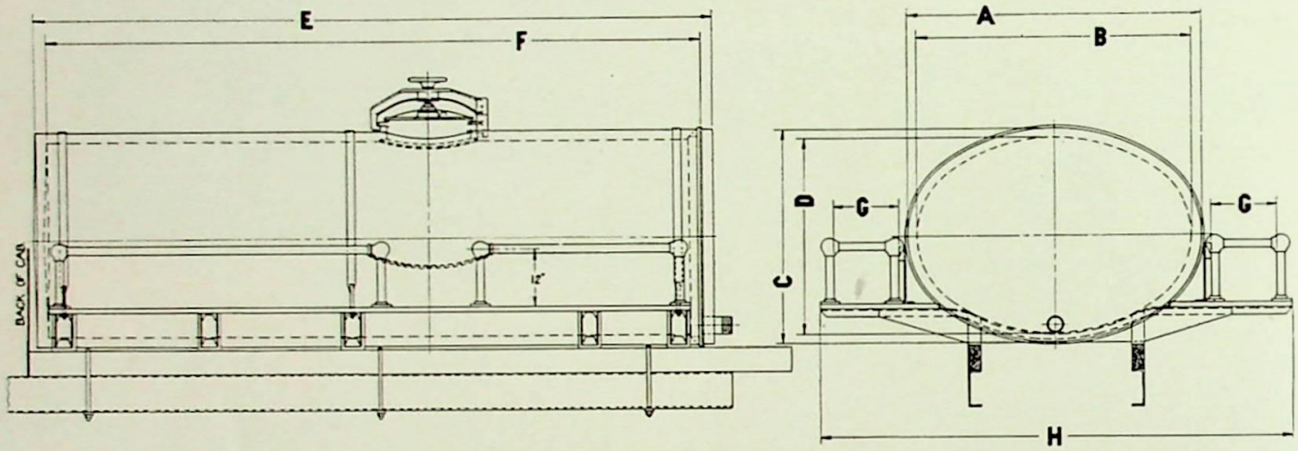
Summaries of Economies — Large operators using Heil milk tanks report that all of these various economies in weight, time, washing equipment, upkeep of cans, help, spillage and shrinkage of milk have made it possible for them to reduce their hauling and handling cost from 20c to 5c per mile on a given quantity of milk. In addition to these economies are the improved sanitary conditions, decreased investment, opportunity to advertise afforded by the tank, and longer life of the transportation equipment.

HEIL SANITARY MILK TANKS

Heil milk truck tanks are built in round and elliptical shapes in any capacity, for mounting on any make or model of truck. One advantage of the elliptical tank is that it gives a lower center of gravity to the load. For unloading by air pressure round tanks must be used. Certain standard dimensions are recommended below.

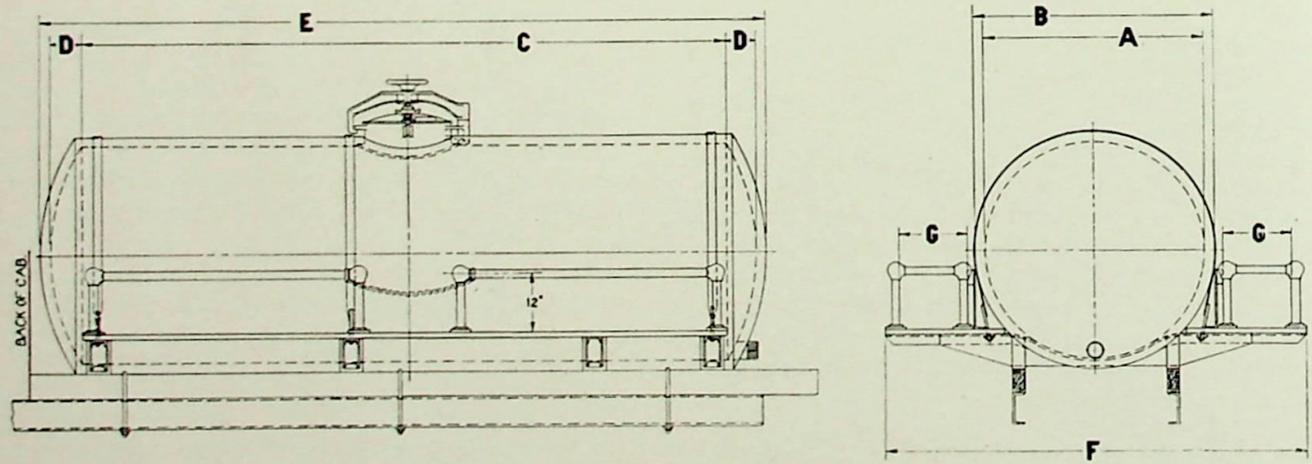
When ordering Heil milk tanks, please give the capacity desired, the shape, make and model of truck, wheelbase, size of tires, distance from rear of cab to center line of rear axle, and distance from the rear of cab to end of chassis frame.

Elliptical Tanks



Rated Capacity	A	B	C	D	E	F	G	H	Approximate Weight of Tank Including Insulation
600	50	46	38½	34½	118	114	14	86	1300
800	56	52	42½	36½	130	126	14	92	1500
1000	60	56	44½	40½	136	132	14	96	1800
1250	58	54	48	44	154	150	14	94	1950
1500	70	66	51	47	148	144	No can racks	69	2500
1800	70	66	57	53	160	156	No can racks	96	2900
2000	82	78	54½	50½	160	156	No can racks	96	3000

Round Tanks



MAXIMUM WORKING PRESSURE 20# PER SQUARE INCH

Rated Capacity	A	B	C	D	E	F	G	Approximate Weight of Tank Including Insulation
600	42	46	96	6	112	82	14	1300
800	42	46	132	6	148	82	14	1500
1000	48	52	126	6	142	88	14	1800
1250	54	58	126	6	142	94	14	1950
1500	60	64	120	8	160	94	No can racks	2500
1800	60	64	156	8	164	96	No can racks	2900
2000	60	64	156	8	176	96	No can racks	3000